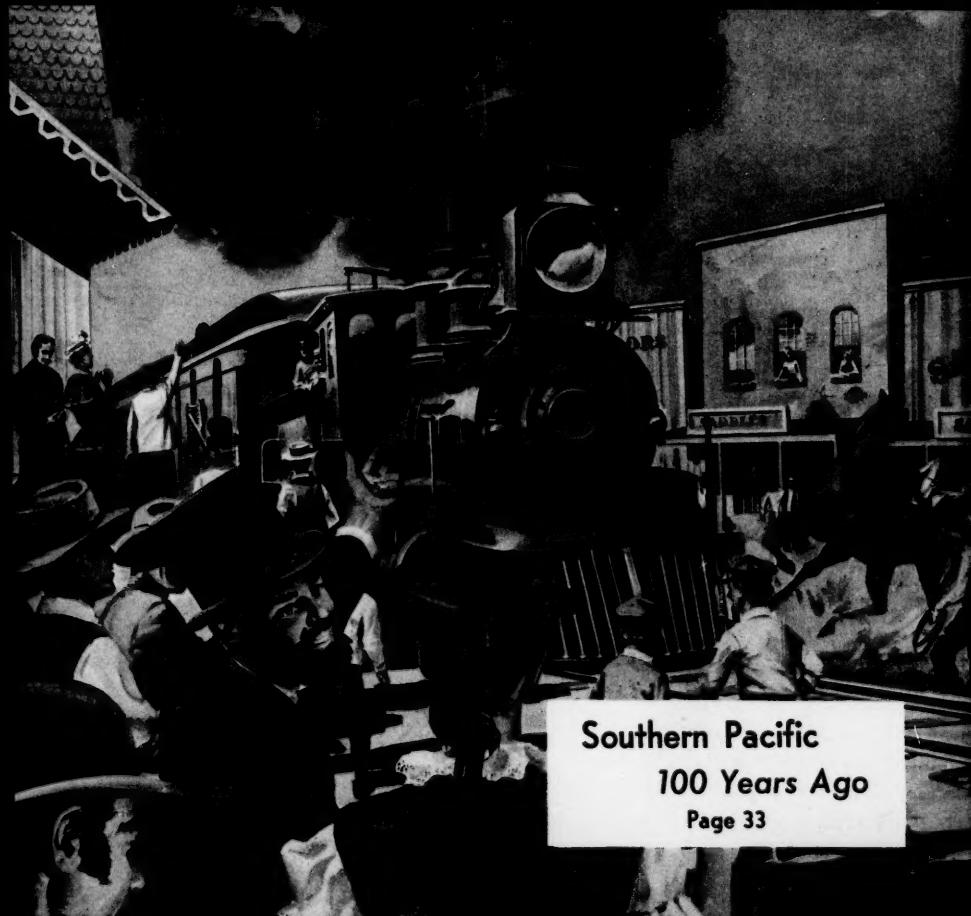
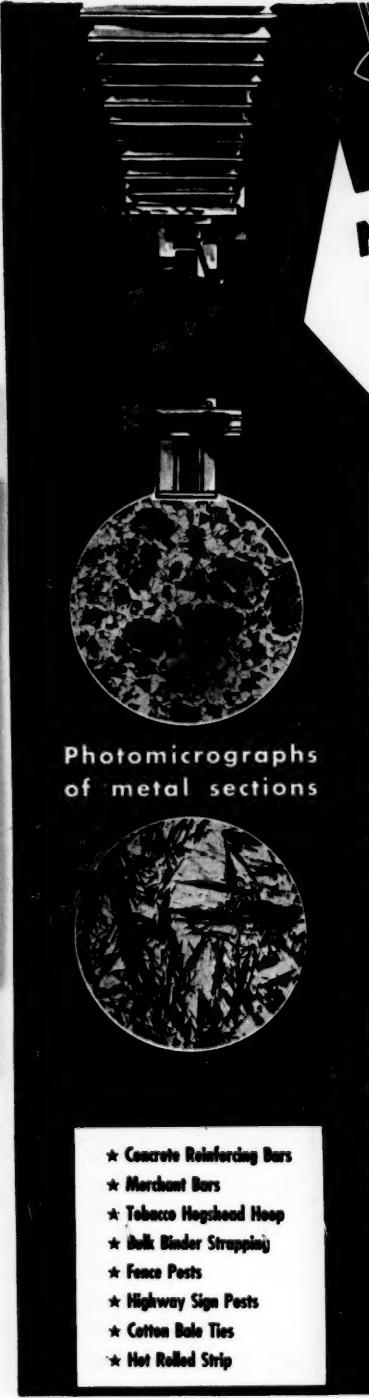


MANUFACTURERS RECORD



Southern Pacific
100 Years Ago
Page 33



Metallurgical CONTROL Guards the QUALITY of CONNORS STEEL!

The steel produced by CONNORS STEEL COMPANY today is the highest achievement of modern science combined with long metallurgical experience . . . But even this isn't quite good enough for CONNORS' perfectionists.

These skilled metallurgists and chemists are on guard constantly both to maintain the present high degree of CONNORS' quality and to improve this already-high quality. Working in CONNORS' modern chemical and metallurgical laboratories with Spectrophotometer, Metallocscope, Carbon Determinator and other precision instruments, these specialists control every phase of steelmaking.

Each heat of steel must qualify on quality measures that go far beyond the ordinary analysis specifications. CONNORS' Steel must be sound from both a physical and metallurgical point of view. The innermost secrets of grain size, structure and other characteristics, which make up the body of steel, are exposed before the watchful eyes of CONNORS' experts.

Entire heats of metal may be discarded should these heats not measure up both to CONNORS' traditional quality as well as pre-determined requirements of specific customers.

Obviously, the High Quality of CONNORS' Steel is no accident: It's meticulously planned, guarded and even improved! Progress in steelmaking is a continuous cycle at CONNORS STEEL COMPANY.

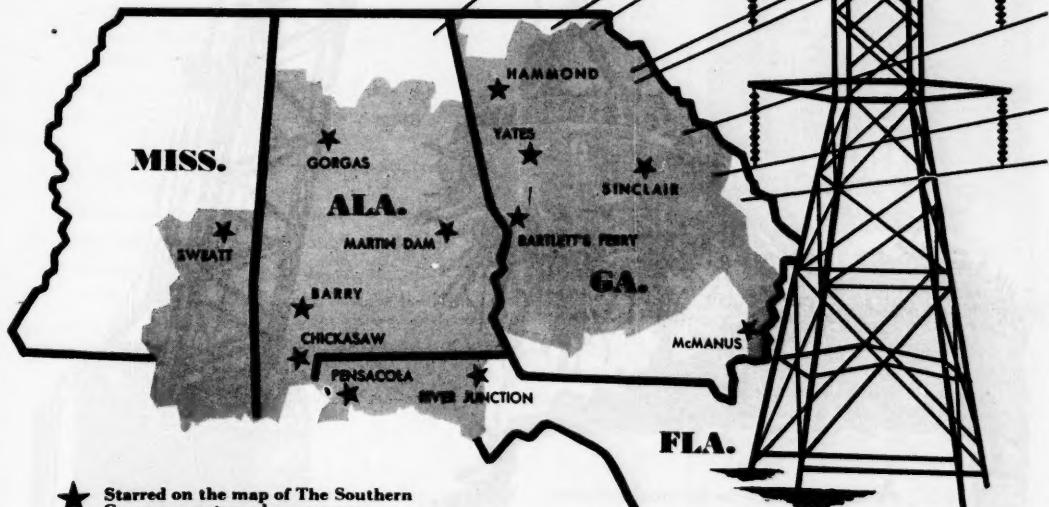
Photomicrographs
of metal sections



- ★ Concrete Reinforcing Bars
- ★ Merchant Bars
- ★ Tobacco Hoghead Hoop
- ★ Bulk Binder Strapping
- ★ Fence Posts
- ★ Highway Sign Posts
- ★ Cotton Bale Ties
- ★ Hot Rolled Strip

CONNORS STEEL COMPANY
Division of H. K. PORTER COMPANY, INC.
BIRMINGHAM, ALABAMA

MORE POWER for THE SOUTH



★ Starred on the map of The Southern Company system above are new generating plants and additions to existing plants now under construction by the four associated power companies.

The striking progress of the South in manufacturing, industry and agriculture is linked with an ample supply of electric power at reasonable rates.

To provide for this increasing demand for electric power, \$278,000,000 will be spent for generating plant additions and related facilities in the 1951-53 period by the four associated

power companies of The Southern Company system.

Additional generating capacity of more than a million kilowatts will be provided by the new plants now under construction and scheduled for completion within the next three years. Electric power paces progress in the South.

ALABAMA POWER COMPANY
Birmingham, Alabama

GEORGIA POWER COMPANY
Atlanta, Georgia

GULF POWER COMPANY
Pensacola, Florida

MISSISSIPPI POWER COMPANY
Gulfport, Mississippi

The Southern Company
ATLANTA, GEORGIA

More Scrap! More Steel!!

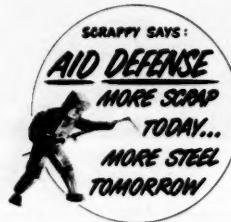


AMERICA expects the steel industry to produce more steel this year. More steel requires additional scrap. Steelmakers need the help of all steel users to get every possible extra pound of scrap to meet the nation's call for more steel production. We urge you to do your part. Turn in your scrap through your regular channels.



The Youngstown Sheet and Tube Company
General Offices—Youngstown 1, Ohio
Export Offices—500 Fifth Avenue, New York
MANUFACTURERS OF CARBON ALLOY AND YOLOY STEELS

The steel industry is using all its resources to produce more steel, but it needs your help and needs it now. Turn in your scrap, through your regular sources, at the earliest possible moment.



AN IMPORTANT APPEAL

A real emergency exists in steel scrap supply

Steel scrap is the number one need to maintain high production of new steel—not only for industrial plants, bridges and buildings, but for the enormous military requirements of our nation. One-half ton of scrap is required to produce a ton of new steel, and today steel mills are operating on a hand-to-mouth basis as far as SCRAP is concerned—some mills on a two-day scrap supply. This emergency exists at a time when steel and more steel is the crying need.

SEARCH OUT THE SCRAP THAT LURKS IN OBSOLETE EQUIPMENT, TOOLS, MACHINERY AND MANY OTHER FORMS. TURN IT IN AT ONCE TO KEEP STEEL PRODUCTION AT MAXIMUM VOLUME. DON'T DELAY—DO IT NOW. SCRAP TURNED IN IS FIGHTING ON OUR SIDE—SCRAP ALLOWED TO REMAIN DORMANT SERVES OUR ENEMY.



Virginia Bridge Company

ROANOKE

BIRMINGHAM

MEMPHIS

NEW YORK

ATLANTA

DALLAS

UNITED STATES STEEL



THE
Gulf South

View of current construction at the St. Regis Paper Company plant near Pensacola, Florida—another industry served by United Gas

... selected for nearly 40% of new U. S. industry

Yes, contracts awarded in March and April for new industrial construction will place over 300 million dollars in new plants in the Gulf South, compared to only 480 million in all the rest of the nation.* This is phenomenal proof of the movement of industry to the Gulf South, the area served by United Gas.

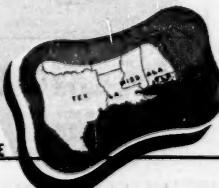
Readily available supplies of materials and manpower shorten schedules

for both construction and production. Quick access to foreign and domestic markets helps speed deliveries of products. Here are adequate supplies of natural gas fuel, electric power and industrial water—all in a mild, healthful working climate.

These advantages can be yours, too. Communicate with our Industrial Development Director, Post Office Box 1407, Shreveport, Louisiana.

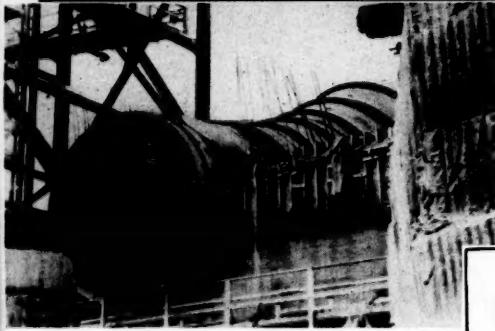
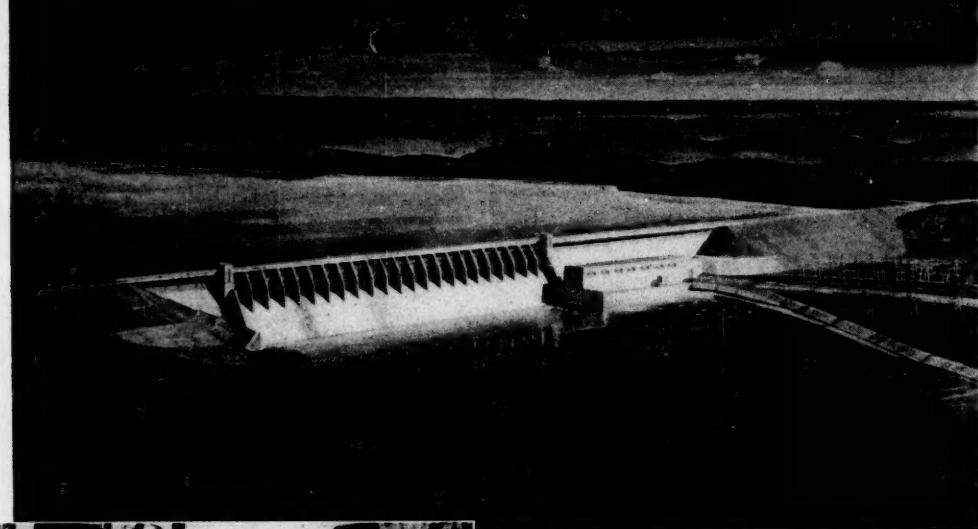
*According to Engineering News-Record

UNITED GAS
SERVING THE



Gulf South

SEVEN PENSTOCKS for the Clark Hill Dam



The view directly above shows the first few rings of one of the seven welded steel penstocks we installed at the Clark Hill Dam on the Savannah River near Augusta, Georgia.

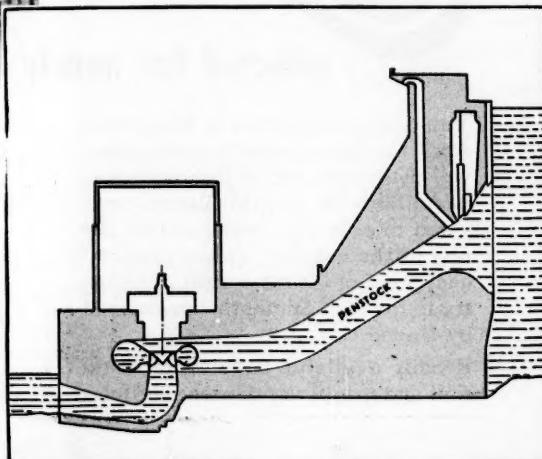
The penstocks are 20 ft. in diam. by 110 ft. long. We fabricated them at our Birmingham plant and assembled the sections at the dam site. Each penstock will carry up to 4,860 cubic feet of water per second to its turbine. The operating head will vary from 112 to 151 ft. When operating under a head of 136 ft., each turbine will produce about 55,000 horsepower.

Penstocks are typical examples of the heavy steel plate work we are equipped to fabricate and erect. Write our nearest office for estimates or quotations when you need heavy steel plate structures.

Above: Artist's drawing showing the Clark Hill dam, impounded reservoir and powerhouse. This is the first in a series of eleven projects in the comprehensive development of the Savannah River for flood control, navigation and hydro-electric power.

Below: Diagrammatic cross section of the Clark Hill Dam intakes, penstocks and powerhouse.

When the project is completed, there will be seven penstocks through the dam for carrying water to seven turbines.



CHICAGO BRIDGE & IRON COMPANY

Atlanta 3	2145 Healey Bldg.	Detroit 26	1510 Lafayette Bldg.	Salt Lake City 4	520 West 17th South St.
Birmingham 1	1530 North Fifth St.	Houston 2	2114 National Standard Bldg.	San Francisco 4	1540—200 Bush St.
Boston 10	1020—201 Devonshire St.	Los Angeles 17	1517 General Petroleum Bldg.	Seattle 1	1320 Henry Bldg.
Chicago 4	2106 McCormick Bldg.	New York 6	3313—145 Broadway Bldg.	Tulsa 3	1611 Main Bldg.
Cleveland 15	2216 Guldahl Bldg.	Philadelphia 3	1619—1700 Walnut Street Bldg.	Washington 6, D. C.	1144 Gutzlaff Bldg.

PLANTS IN BIRMINGHAM, CHICAGO, SALT LAKE CITY AND GREENVILLE, PENNSYLVANIA

NEW AND EXPANDING PLANTS

COMPILED FROM REPORTS PUBLISHED IN THE DAILY CONSTRUCTION BULLETIN

ALABAMA

ALABAMA—Courtaulds, Inc., London, England, \$10,000,000 rayon plant in Alabama. H. K. Ferguson Co., Cleveland, O., has the constr. contract.

ANDALUSIA—Gulf Naval Stores pine stumps processing plant on Brantley Highway, \$1,700,000.

BALDWIN COUNTY—Gulf Service Co., Foley, REA loan of \$500,000 for extending and improving rural telephone service.

BIRMINGHAM—American Cast Iron Pipe Co., NPA approval for manufacturing building, \$74,500.

BIRMINGHAM—Barrett Div., Allied Chemical & Dye Corp., 3 manufacturing buildings, \$262,000. Erie St., \$213,000.

BIRMINGHAM—Dunham GMC Co., 216 S. 12th St., addition and alterations, Homestead & Mims, Archts.

BIRMINGHAM—Van Keuren, Davis & Co., NPA approval for office building, \$40,000.

BIRMINGHAM—M. M. Magnus addition to plant, 4415 Morris Ave., \$30,000.

BIRMINGHAM—Southern Railway System, c/o J. B. Akers, Washington, D. C., 3 buildings.

BIRMINGHAM—The Texas Co., NPA approval for service station, \$19,500.

BREWTON—Radio Station WEBJ, building, \$31,800.

COOSA PINES—Beaunit Mills, Inc., plant building.

DENVER—Borden Co., 350 Madison Ave., New York, N. Y., NPA approval for chemical plant, \$114,500.

GADSDEN—Dr. O. R. Grimes, NPA approval for service station, \$17,700.

LANETT—Lanett Bleachery & Dye Works, main mill addition, \$350,000.

LANGDALE—Langdale Mill, addition to mill.

MOBILE—Aluminum Ore Co., Allen B. Williams, Pres., St. Louis, Mo., addition of new production facilities.

SHEFFIELD—R. B. Stevenson, NPA approval for body and paint shop, \$21,800.

WINTER HAVEN—American Can Co., concrete warehouse, \$200,000.

ARKANSAS

JACKSONVILLE—Agriculture Chemicals, Inc., Llano, Tex., has acquired grounds and buildings of Revere Co.

LITTLE ROCK—Hankins Container Co., Cleveland, Ohio, container plant, 22nd & Boyce St., \$250,000.

PRESCOTT—White Star Paper Co., has postponed indefinitely plans for paper mill, \$30,000,000.

FLORIDA

DADE COUNTY—Modern Plastics, industrial building.

FERNANDINA—Gulf-Oil Corp. of Atlanta, Ga., NPA approval for service station, \$15,500.

FORT LAUDERDALE—Fort Lauderdale Lincoln Mercury, 650 S. E. 6th Ave., addition to existing building.

FORT LAUDERDALE—Maule Industries, Inc., Miami, has acquired Broward Quarries near Fort Lauderdale from Tri-State Asphalt Co., Martin's Ferry, W. Va.

FORT LAUDERDALE—V. F. Summit, 208 N.E. 3rd Ave., shop building, N.E. 8th St. & N.E. 4th Ave.

FOUR MYERS—Texas Co. of Atlanta, Ga., NPA approval for service station, \$21,500.

FOURIER PIERCE—American Fruit Growers, Inc., NPA approval for new administration and office building, \$57,000.

HIALEAH—National Felt & Paper Corp., 3745 NW 54th St., warehouse, \$25,000.

HOLLYWOOD—Kaufman & Macklin, 2126 Wiley St., office and drafting room, 2126 Hollywood Blvd.

JACKSONVILLE—American Celciure Wood Preserving Corp., NPA approval for new offices, \$21,800.

JACKSONVILLE—U. S. Gypsum Co., NPA approval for water tank, \$17,850.

MIAMI BEACH—Henry Chakford, Sr., NPA approval for post office, \$185,000.

MIAMI—Butler-Wilson Paper Co., 1401 N.W. 22nd St., manufacturing building, N.W. 14th to 15th Aves. & 22nd St.

MIAMI—Coates Motor Transfer Co., Opa Locka, NPA approval for new truck terminal, \$35,000.

MIAMI—Miami Glass Co., Inc., NPA approval for new shop and storage, \$37,935.

MIAMI—Oils Elevator Co., 110 S.W. 2nd St., shop and office building.

MIAMI—Shelley Tractor & Equipment Co., 3650 Bird Rd., repair shop, 3650 Bird Rd., \$25,000.

MIAMI—Tastee Foods, 16 NE 9th St., warehouse, \$2 NW 10th St.

MIAMI—Frank Weiss, 370 S. Shore Drive, Miami Beach, printing plant, 2215 NW 2nd Ave., \$21,420.

PANAMA CITY—Arizona Chemical Co., Inc., NPA approval for turpentine plant, \$900,000.

PENSACOLA—St. Regis Paper Co., NPA approval for addition to plant, \$97,882.

PLANT CITY—Texas Company of Atlanta, Ga., NPA approval for service station, \$18,422.

PORT ST. JOE—St. Joe Paper Co., has set in motion the project for construction of new pulp and paper mill.

ST. PETERSBURG BEACH—J. J. Eagan, NPA approval for auto storage and repairs building, \$15,300.

TAMPA—J. H. Williams Oil Co., NPA approval for remodeling service station, \$14,000.

GEORGIA

GEORGIA—Southern Bell Telephone & Telegraph Co., plans expenditures of \$21,320,000 for telephone service in Georgia during 1951.

New and Expanding Plants Reported in August—230

Total For

First Eight Months of 1951

1600

First Eight Months of 1950

1519

ATLANTA—Atlanta Envelope Co., NPA approval for manufacturing plant and office, \$275,000.

ATLANTA—Atlantic Steel Co., has broken ground for first phase of multi-million dollar expansion program.

ATLANTA—Cox Foundry & Machine Co., NPA approval for new pattern shop for foundry, \$36,974.

ATLANTA—R. L. Rainwater & H. R. Denard, NPA approval for new garage, \$31,670.

ATLANTA—Southern Fertilizer & Chemical Co., Savannah, NPA approval for addition to plant for storage of materials, \$15,775.

ATLANTA—Standard Oil Co., mechanical shop.

ATLANTA—Sylvan Realty Co., laundry and stores, Sylvan Road & Perkerson Drive.

ATLANTA—Wofford Oil Co., NPA approval for service station, \$19,825.

BOLTON—The Atlanta Paper Co., paper board mill, \$2,000,000.

BRUNSWICK—Hercules Powder Co., NPA approval for boiler-room addition, \$181,174.

COLUMBUS—J. T. Knight & Son, NPA approval for alteration of building for scrap metals warehouse, \$21,880.

DALTON—The Lawtex Corp., expansion program to increase production of cotton tufted bedspreads and robes.

DALTON—Sinclair Refining Co., Atlanta, NPA approval for service station, \$19,000.

DECATUR—Checkerboard Division, Railton Purina Co., St. Louis, Mo., NPA approval for building and distribution of feeds, etc., \$73,062.

DEKALB COUNTY—Kraft Foods Products Co., masonry work in connection with new plant, \$199,800.

DEKALB COUNTY—Minneapolis-Moline Co., new factory, Industrial Boulevard area.

HAWKINSVILLE—Opelika Mfg. Co., Opelika, Ala., has acquired Superbe Mills; the towel plant will be overhauled and reconditioned.

JESUP—Mengel Co., Louisville, Ky., expansion program, \$15,000 up to \$20,000,000; bulk of the funds will be used on a 100-acre and paper mill on a 500-acre site in Jesup.

MACON—Akers Motor Lines, freight terminal, \$50,880.

ROME—Georgia Power Co., steam-electric generating plant, \$20,000,000.

SAVANNAH—Southern Fertilizer & Chemical Co., NPA approval for building for manufacture of ammonium phosphate, \$15,080; building for manufacture of caustic potash, chlorine, etc., \$17,275; and building for storage of fertilizer materials, \$15,775.

KENTUCKY

ASHLAND—Ashland Oil & Refining Co., plans expenditure of \$20,000,000 for improvements and expansion.

BALLARD COUNTY—Ballard County Rural Telephone Cooperative Corp., REA loan of \$804,000 for extension and improvement of telephone service in Ballard County and a section of Marion County.

BOWLING GREEN—Gulf Refining Co., 90 Powers St., NPA approval for gasoline service station, \$17,186.

CALVERT CITY—B. F. Goodrich Chemical Co., plant on a 175-acre tract; expected to be in operation late in 1952 or early in 1953.

DOE RUN—General Aniline & Film Corp., plant to make detergents.

LOUISVILLE—Lubermen's Wholesale Service, Inc., 1423 Hemlock, NPA approval for storage warehouse, \$13,700.

OWENSBORO—Green River Steel Corp., has completed financing and construction will be resumed soon on \$12,000,000 electric furnace steel plant.

LOUISIANA

CHALMETTE—Purchasing Agent of Kaiser Engineers, Inc., International Trade Mart Bldg., New Orleans, pre-cast concrete trench covers in the "Pot," building on site of Kaiser Aluminum Plant.

GRETNA—Lison Chevrolet Co., 234 Fifth St., warehouse.

NEW ORLEANS—Crescent Paper Box Factory, Inc., 2-story warehouse, Constance neighborhood, St.

NEW ORLEANS—Chrysler Corp., constructing the test cell building, as well as erecting a water tower on existing foundations and installing a tank farm for high test gasoline, Michoud Ordnance Plant.

NEW ORLEANS—Edwin H. Fitter Co., Phila., Pa., cordage plant, \$1,000,000.

NEW ORLEANS—Flintkote Co., 4500 N. Carroll St., one and two story steel plant, \$332,500, Billingsly Engineering Co., Consulting Engineers.

NEW ORLEANS—National Biscuit Co., additions and alterations to building, Julia & Tchoupitoulas Sts., \$70,000.

NEW ORLEANS—St. Charles Dairy, miscellaneous repairs and alterations, 4239 Washington Ave.

NEW ORLEANS—St. Charles Service Station, 1701 Maple St., one-story addition to service station.

NEW ORLEANS—Spot Cash Wholesale Co., Inc., 1924 Lafayette St., one-story warehouse, 2100 Block Poydras.

NEW ORLEANS—Swift & Co., Industrial adhesive manufacturing plant and laboratory.

ST. MARTIN PARISH—Breaux Bridge Telephone Co., REA loan of \$263,000 for extension and improvement of rural telephone service.

SHREVEPORT—Bird & Son, Inc., East Walpole, Mass., for doubling capacity of felt mill, \$500,000.

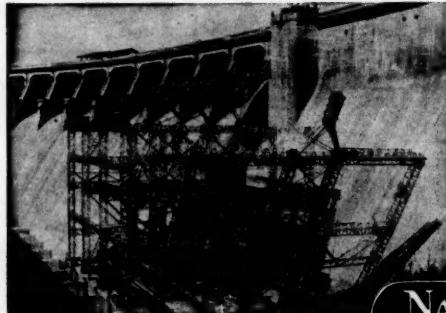
WEST MONROE—Brown Paper Mill, construction program, \$3,160,000.

STERLINGTON—Commercial Solvents Co., approval for expansion program, \$20,000,000.

MARYLAND—Board of Directors of Chesapeake & Potomac Telephone Co. of Baltimore, plans expenditures of \$213,000 for improvement and expansion of telephone facilities in various parts of Md.

BALTIMORE—A. S. Abell, alterations to 3, 5, 7 W. Baltimore St., \$200,000.

(Continued on page 10)



THE Nashville Bridge Company will gladly quote on structural steel requirements anywhere in the South and Southwest. Our skill in the fabrication and erection of intricate steel structures is well-known. We are particularly qualified to supply the Power Distributing Industries with transmission towers and switchyard structures—hot-dip galvanized after fabrication. Fabrication and erection of both steel and machinery for movable type bridges is a specialty. Look to Nashville for simple steel requirements as well as intricate structural jobs.

Plants and offices in Nashville, Tennessee and Bessemer, Alabama. We also own and operate the Bessemer Galvanizing Works—largest galvanizing plant in the South.



NASHVILLE BRIDGE COMPANY
NASHVILLE, TENN. — BESSEMER, ALA.

NEW AND EXPANDING PLANTS

(Continued from page 9)

BALTIMORE — American Bitumuls Co., 1955 Chesapeake Ave., 2 crude oil tanks, \$170,000.

BALTIMORE — Bethlehem Steel Corp., arranged for a \$100,000,000 loan through Guaranty Trust Co., New York, N. Y., for construction.

BALTIMORE — Cherry Burrell Corp., Russet & Ostend Sts., alterations and additions.

BALTIMORE — A. M. Castle & Co., warehouse and office, 801 N. Kresson St.

BALTIMORE — Hill Chase Steel Co., 6311 Erdman Ave., office addition, \$30,000.

BALTIMORE — Lord Baltimore Filling Stations, 8 S. Carroll St., gasoline filling station, \$620,450, 10th Rd.

BALTIMORE — Plastic Assembled Products Co. plans new factory.

BALTIMORE — Riggs, Distler & Co., Inc., 216 N. Calvert St., sheet metal shop and warehouse, 6001 Erdman Ave., \$80,000.

BALTIMORE — Alexander Smith & Sons Carpet Co., Yonkers, N. Y., office, showroom and warehouse, Pulaski Highway. Sherrill Nostrum, Inc., New York Pa. Com.

BALTIMORE — Harry C. Weiskittle, Inc., electric bridge crane runway, 4901 Pulaski Highway.

BALTIMORE COUNTY — Bartgis Brothers Co., alterations to machine shop, River Rd. and Old Frederick Rd., \$70,000.

BALTIMORE COUNTY — Thompson Trailor Corp., storage building, Greenwood Rd., \$60,000.

MISSISSIPPI

MISSISSIPPI — Textron, Inc., textile mill somewhere between Aberdeen and Amory, providing Monroe County will authorize a \$2,600,000 industrial bond issue.

GREENVILLE — Mallett & Associates, 416½ E. Ante St., Jackson, Alexander Smith Carpet Plant.

HOLLY SPRINGS — Coated Abrasive Co., factory building.

JACKSON — Dexter S. Freeman, NPA approval for new service station, \$24,475.

HOLLY SPRINGS — Renardet & Page, 353 Poplar Ave., Memphis, Tenn., factory building to be leased to Coated Abrasive Co.

KOSCIUSKO — F. W. Gayden, NPA approval for filling station, \$10,250.

MACON — City, George Legan, Mayor, pants manufacturing plant.

MERIDIAN — City plans construction of a plant for manufacture of cotton twill to be leased to Textile, Inc., \$250,000.

MERIDIAN — Firestone Tire & Rubber Co., Birmingham, Ala., NPA approval for tire retreading shop, \$30,543.

MOSS POINT — International Paper Co., additions to plant equipment.

VICKSBURG — Merchants Co., modern commercial feed manufacturing plant, Highway 61, north of Y&MV railroad, \$475,000.

WEED POINT — Babcock & Wilcox Co., plant, \$2,500,000.

MISSOURI

EXCELSIOR SPRINGS — E. L. McGinness, NPA approval for garage and maintenance, \$25,000.

FERGUSON — Universal Match Corp., 1501 Locust St., production and operating building.

HAZLEWOOD — Hazelwood Equipment Co., Rt. 66, NPA approval for show room and assembly shop, \$10,300.

KANSAS CITY — City Service Oil, NPA approval for service station, \$19,025.

KANSAS CITY — Kansas City Pipe & Steel Co., NPA approval for warehouse, \$28,800.

KANSAS CITY — Schutte Lumber Co., 3001 Southwest Blvd., rebuilding and expansion program: office and lumber storage facilities will be enlarged as well as an increase in the Freight Railroad switching lines.

KANSAS CITY — George J. Shaw Hauling, NPA approval for office and storage, \$43,374.

PAGEDALE — Watlow Electric Mfg. Co., 1320 N. 23rd St., office and manufacturing building.

ST. LOUIS — C & M Realty Co., for M. S. Walsh Co., distributor for A. B. Dick Co., 1222 Olive St., office and warehouse, 2721 Pine St.

ST. LOUIS — Sidney Weber Auto Co., Inc., 2218 Locust St., NPA approval for three quonset buildings for warehousing, auto repair parts, storage, paint and body shop, \$40,000.

SPRINGFIELD — Herrick Motor Co., NPA approval for sales display garage, \$103,810.

TIPTON — George Sahre, Moniteau St., NPA approval for service station, U. S. Highway 50 & High St., \$9,000.

NORTH CAROLINA

CHARLOTTE — F. H. Cochran, Jr., NPA approval for service station, \$12,065.

CONCORD — Brown Manufacturing Co., additions and alterations to office building, J. N. Pease & Co., Archts., \$26,578.

GREENSBORO — Modern Metal Products Co., addition to manufacturing area, Ed Loewenstein, Archt.

GREENSBORO — Lou Silverstein, NPA approval for service station, \$16,875.

GREENVILLE — W. G. Davis, NPA approval for wholesale establishment, \$30,000.

LAUER HILL — Morgan Cotton Mills, NPA approval for cotton spinning mill, \$185,700.

MORGANTON — Drexel Furniture Co., Sam Freeman, Pur. Agt., warehouse, Six Associates, Inc., Asheville, Archts.

MURPHY — Duffy Silk Co., NPA approval for manufacturing plant, \$440,250.

SALISBURY — American Bitumuls Co., NPA approval for asphalt plant, \$85,500.

STATESVILLE — Shell Oil Co., NPA approval for service station, \$18,500.

TRI-STATE — Carolina Telephone & Telegraph Co., NPA approval of \$231,800 for telephone building.

TRYON — Kilburn Mill, Tryon & New Bedford, Mass., thread finishing plant.

(Continued on page 12)

ANOTHER NEW NAME —



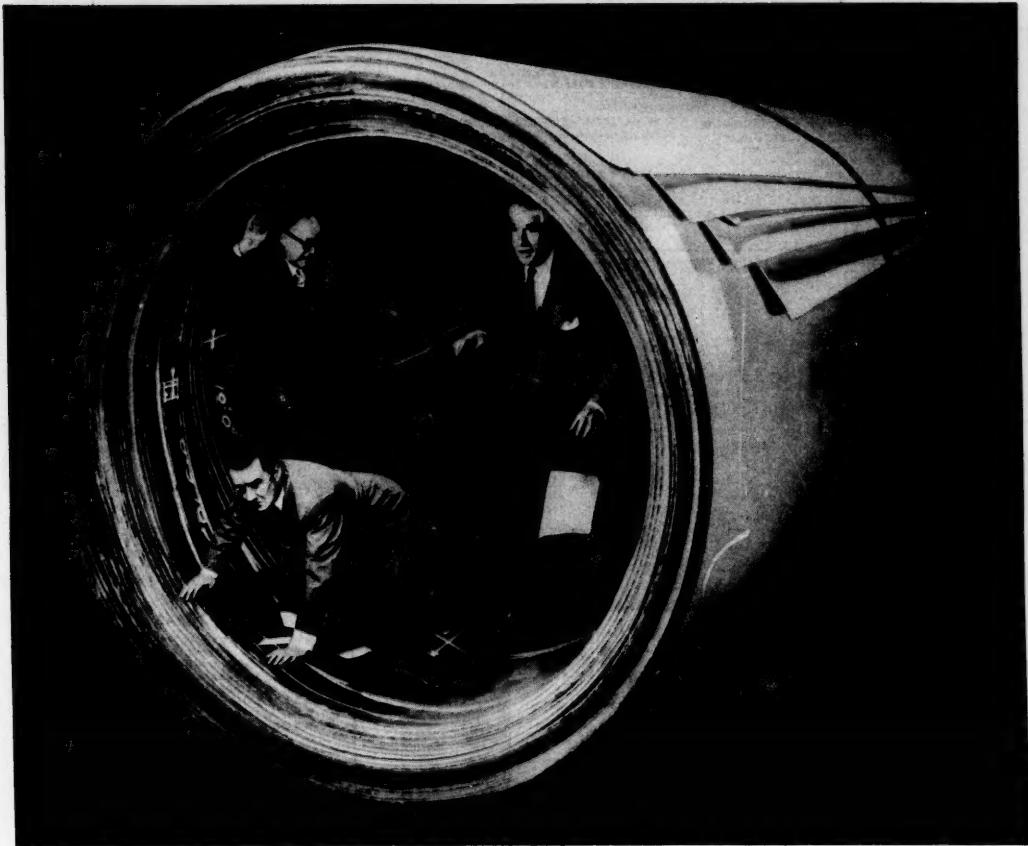
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"Under the Skyline
of Dallas" in the

TRINITY INDUSTRIAL DISTRICT

Show at the left is the new 20,000 square foot home of the Porter Burgess Company, North Texas distributor for seven lines of home appliances. For information on the Trinity Industrial District consult your real estate broker or . . .

have construction problems got you spinning?



Executives are under terrific pressure these days to get new production facilities into operation in the shortest possible time. That's why many of them turn to Ebasco for help.

In Ebasco they get experienced engineers, constructors and business consultants to handle any part or all of their construction programs. Ebasco has successfully planned, designed and built more than one billion dollars worth of new plant facilities throughout the United States and many foreign countries. And when appraisal, financing, industrial relations or other problems have come up—Ebasco has provided the specialists to solve them.

Nearly 50 years of experience enables Ebasco to approach your problem with qualified judgment and specialized knowledge that get the job done quickly, efficiently and economically. By concentrating Ebasco talent and experience on your construction and business problems, you save the valuable time of your top executives—get your construction job done without interfering with present operations.

We will be glad to send you "The Inside Story of Outside Help," describing the many Ebasco services available to you. Address: Ebasco Services Inc., Dept. H, Two Rector Street, New York 6, N. Y.



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EASCO SERVICES

INCORPORATED

NEW YORK • CHICAGO • WASHINGTON, D. C.

NEW AND EXPANDING PLANTS

(Continued from page 10)

HOLDENVILLE—Seamprufe, Inc., New York, N. Y., \$700,000 plant to produce nylon tricot lingerie and hosiery.

VELMA—Skelly Oil Co., natural gasoline plant expansion to more than double its present capacity.

SOUTH CAROLINA

AIKEN—Esso Standard Oil Co., Columbia, NPA approval for service station, \$18,000.

CHARLESTOWN—Gedney M. Howe, NPA approval for service station, \$18,000.

CHARLESTON—John Laney, Camden, garage building.

FLORENCE—Texas Company of Atlanta, Ga., NPA approval for service station, \$19,600.

GREENVILLE—M. F. Haywood, NPA approval for new service station, \$12,500.

HOLLY HILL—American Cement Corp., multi-million dollar cement manufacturing plant near Holly Hill.

LIBERTY—Woolside Mills, extension to mill plant No. 2, \$80,000, J. E. Surrine & Co., 215 S. Main St., Greenville, Engrs.

ST. STEPHENS—Texas Company of Atlanta, Ga., NPA approval for service station, \$20,290.

WALLACE—Delta Finishing Co., Division, NPA approval for warehouse, \$171,000.

TENNESSEE

CHATTANOOGA—Colonial Baking Co., plant addition, 2200 Block of E. Third St.

CHATTANOOGA—Tennessee Products & Chemical Corp., NPA approval for new machine shop and service building, \$44,104.

CHATTANOOGA—Tennessee Stove Works, NPA approval for enameling plant, \$167,699.

DECATUR COUNTY—Parsons Telephone Co., Parsons, REA loan of \$239,000 to finance the extension and improvement of rural telephone service in Decatur County and a small area in Henderson County.

ELIZABETHTON—Daniel Construction Co., 429 N. Main, Greeneville, S. C., tricot plant to be leased to Textron, Inc.

FRANKLIN—Mrs. Kerman F. Pointer, NPA approval for service station, \$17,500.

HAMILTON—The Wheland Co., NPA approval for addition and alteration to foundry plant, \$91,500.

LOWELL—Stauffer Chemical Co., NPA approval for factory addition, \$580,000.

MARYVILLE—V. V. Morton, NPA approval for new service station, \$15,000.

MEMPHIS—E. O. Bailey & Co., Inc., NPA approval for U. S. Government Post Office, \$108,700.

MEMPHIS—F. H. Hamilton, Texaco Service Station.

MEMPHIS—International Harvester, expansion program, \$3,000,000.

MEMPHIS—Sanitary Bag & Burlap, office building.

MEMPHIS—O. K. Storage Warehouse, alterations and additions to storage warehouse.

MEMPHIS—Plastone Plastic Co., has acquired Roylett Mfg. Co.

MEMPHIS—Quaker Oats Co., installation of new boiler equipment at Memphis Chemical Plant, 3324 Chelsea, \$2,000,000.

MEMPHIS—The Wards' Supply Co., NPA approval for warehouse, \$80,250.

NASHVILLE—Esso Standard Oil Co., NPA approval for rebuilding service station, \$33,300.

OAK RIDGE—Abbott Laboratories, North Chicago, Ill., laboratory to produce radioactive isotopes.

OAK RIDGE—U. S. Atomic Energy Commission, exterior painting of certain warehouse and accessories.

TULAHOMA—Pan-Am Southern Corp., Memphis, NPA approval for service station, \$16,874.

TEXAS

TEXAS—General Motors Corp., Buick-Olds-Pontiac Assembly Division, has acquired a 255-acre site between Fort Worth and Dallas for possible future manufacturing or assembly operation.

AMARILLO—Parina Ralston Co., St. Louis, Mo., NPA approval for warehouse, \$46,500.

AMARILLO—Producers Grain Corp., Fisk Bldg., one-story warehouse addition, 3300 N. 3rd St., \$4,000.

AMARILLO—Swift and Co., Fort Worth, ice cream plant, \$35,000, Howard Ensign, Fort Worth, Archt.

AMARILLO—U. S. Atomic Energy Commission, new masonry buildings, \$667,232.

AUSTIN—Carpenter Paper Co., Omaha, Nebr., one story warehouse and office building, E. 6th and Canadian Sts.

BANDERA—Texas, Inc., manufacturing plant, \$46,000.

BARTLETT—Bartlett Electric Cooperative, Inc., headquarters building, remodeling.

BROWNSWOOD—The Texas Co., Houston, plants service station, \$20,300.

CLAREWOOD—Celanese Corporation of America, one-story office and laboratory building, \$400,000.

CORPUS CHRISTI—The Borden Co., Soap Division, 1000 Pres. Park Pkwy., Houston, new plant, \$272,204, Ayres St. near Lexington Blvd., J. E. Gieger & Asso., archts.

DALLAS—Commercial Metals Co., 2512 Corinth St., NPA approval for office addition, \$66,000.

DALLAS—Diamond Alkali Co., 300 Union Commerce Bldg., Cleveland, Ohio, expansion project at its silicate of soda plant.

DALLAS—R. B. George Equipment Co., 1135 S. Lamar St., manufacturing plant, \$66,970.

DALLAS—Pollock Realty Corp., manufacturing plant, \$209,000.

DALLAS—Storm-Vulcan, Inc., factory building, \$92,124, George W. Edwards, Dallas, Archt.

DALLAS—Williams & Wagner, 1130 Industrial Blvd., petroleum laboratory.

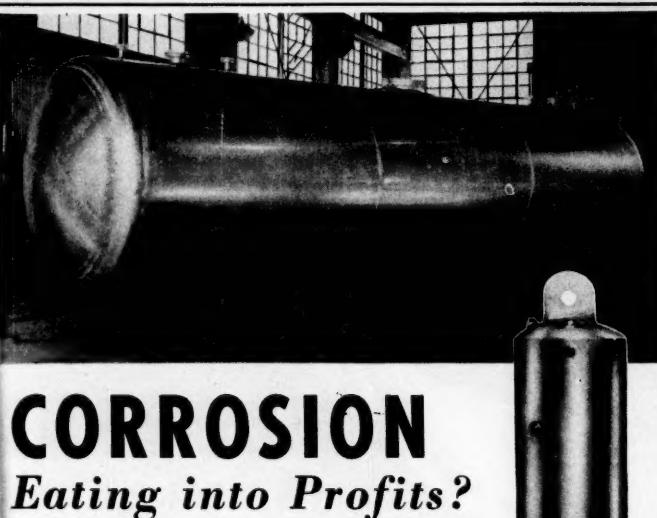
DALLAS—Sam A. Wine Co., Inc., 5039 Willis St., remodeling building.

EDINBURGH—Horvath Textile Mills, Inc., construction, location of a plant for manufacture of cotton duck materials.

FORT WORTH—W. B. Fishburn Co., two-story laundry building, 3309 Fairfield, \$30,000.

FORT WORTH—Service Plumbing Supply Co., warehouse.

(Continued on page 60)



CORROSION
Eating into Profits?

Above: 12,000 gallon storage tank for corrosive liquids, 96" dia., 34' 2" long, 13/16" shell, 1" ASME F & D Head.
Right: Measuring tank for nitrogen solutions. Both manufactured from Alcoa Aluminum, for use in chemical and fertilizer industries.



Others beat it... So can You!

You can beat corrosive action in your plant. For hundreds of industries throughout the nation,

J. J. Finnigan Company is fabricating tanks and pressure vessels utilizing strong, long-wearing, corrosion-resistant Alcoa Aluminum, or carbon steel. All equipment conforms strictly to the A.S.M.E. Code for unfired pressure vessels. Write for details on applications in your plant.



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That's where your own company will be when you locate in the rapidly expanding Seaboard Southeast!

All of the factors needed for successful industrial operation are here in abundant supply—labor, raw materials, power, markets, transportation.

Want to know more about this progressive region? Where the choice

industrial sites are? Why a location in the Seaboard Southeast will benefit you?

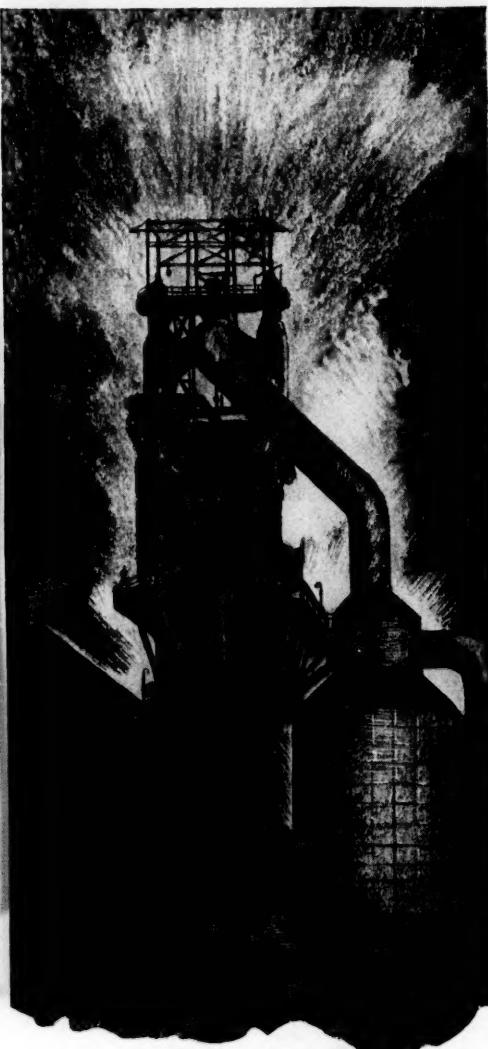
We have complete information readily available. Tell us what your requirements are and we'll be glad to submit specific recommendations. There is no cost to you—and all inquiries are held in strict confidence.

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Seaboard Air Line Railroad,
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**let Barrett SPEED
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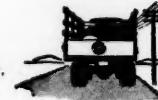
On top of all your other responsibilities, why worry about roofs . . . not only the condition of your present roofs, but also the quality of materials and workmanship and the time it will take to build any new roof you may need?

And you won't have to, if you rely on Barrett! Barrett can give you the world's longest-lasting built-up roof in the shortest possible time. For Barrett *speeds* your roofing jobs in 4 important ways.

1 **BARRETT SPEEDS** specifications. Ready at hand are Barrett time-tested, scientifically calculated application specifications for almost every built-up roofing problem. These are so foolproof that Barrett Specification* Roofs can be bonded for 20 years, and generally last much longer. Approved by the National Board of Fire Underwriters—Class A.



2 **BARRETT SPEEDS** deliveries. Strategically located supply points enable us to rush materials to your Barrett roofing contractor, and to your job when they are needed.



3 **BARRETT SPEEDS** application. Barrett does not have to rely on outside sources of supply for roofing pitch and felt. Because Barrett Specification* pitch and felt are made in our own factories, production can be controlled to meet demands. Your Barrett roofer can be sure that he will get the materials he wants when he needs them. No time lost on the job! Moreover, he can be sure that these materials will be of uniform high quality.



4 **BARRETT SPEEDS** you the finest possible roof. Skilled workmen make for fast jobs. Barrett Approved Roofers have had many years of practical experience, plus well-trained manpower, plus Barrett engineering help, to assure you the finest possible roofing job in the shortest possible time.



*H*ere are basic reasons why your industrial opportunity lies in Georgia

The State of Georgia occupies an enviable position among its sister states because it has NO indebtedness.

There is NO per capita state debt in Georgia.

Georgia's constitution prevents obligations or expenditures in excess of cash receipts in any given fiscal year.

(a) Any state official spending funds in excess of the budget set up for his department in any given fiscal year is personally liable to the State of Georgia.

(b) Any person receiving such funds is personally liable to the State of Georgia.

Georgia's constitution prohibits allocation of State revenue. All tax funds collected are specifically appropriated by the Legislature to the respective Departments of the State Government.

The State Budget Bureau, composed of the Governor and the State Auditor, is vested by law with fiscal authority over State Departments and/or State Agencies. State Departments and/or State Agencies are financed by the submission of quarterly budgets drawn on funds appropriated by law. The Budget Bureau has authority in approval of budgets to restrict expenditures to those purposes authorized by law and to eliminate all unnecessary expenditures.

Revenue anticipation obligations of Public Corporations (created by act of the Legislature), are declared by law and are held by the Supreme Court of Georgia NOT to be a debt of the State of Georgia. The income from property of Public Corporations support the debt, making the debt self-liquidating.

State law makes mandatory periodic reporting of the State financial operations which are by law made available to newspapers of the State for the purpose of advising the citizens of the State of the detail financial condition of the State of Georgia at all times.

Georgia's tax structure and that of its governmental subdivisions is advantageous to the taxpayer. It has never been the policy of tax authorities to gouge the taxpayer.

Unusual advantages under Georgia's income tax law are:

Among deductions allowed in arriving at taxable net income are all taxes of every

character paid to the United States Government, and all property taxes paid to the State of Georgia, including sales and use taxes, and all property taxes paid to any county or municipality. All of these and other deductions are allowed corporations in determining net taxable income before the 5½ per cent State income tax rate is applicable. The deduction, in reality, makes the rate approximately 4 per cent.

Georgia's intangible tax law is more favorable than that of any other Southeastern state.

Administration of the ad valorem tax law is by far more favorable than in any other Southeastern state.

Corporation franchise tax in Georgia is more favorable than that of any other Southeastern state.

Georgia's overwhelming majority of native-born labor is intelligent, individualistic and loyal. The foreign-born population in Georgia reported by the United States Bureau of Census in 1940 was 0.4% of the State's total population. There has been no appreciable change in the last decade.

Georgia is the nation's largest state East of the Mississippi river, and in this vast domain are magnificent industrial sites ranging from the Blue Ridge mountains to her busy seaports on the Atlantic Ocean.

Georgia's eight climatic zones make conditions ideal for healthful and economical year-round operation of industry.

Georgia offers an abundant supply of electric power.

Georgia's large rivers and lakes offer abundant water for manufacturing.

Georgia offers excellent transportation facilities: railroad, steamship, truck and air. Georgia seaports on the Atlantic Ocean at Savannah and Brunswick are busily engaged in coast-wise and foreign shipping. These transportation facilities put the Georgia manufacturer within a few hours of the nation's major markets.

*For further information, write to
CLARK GAINES, Secretary*

**GEORGIA DEPARTMENT
OF COMMERCE**
100 State Capitol Atlanta, Ga.

LITTLE GRAINS OF SAND

*"Little drops of water, little grains of sand,
Make the mighty ocean, and the pleasant land."*

A Good Example. Virginia has a law that when the state revenues reach \$105 million in any one fiscal year, taxes on individuals and corporations are reduced automatically for the succeeding fiscal year. In the year just closed the ceiling was passed and the tax reductions became effective. It is more than incidentally interesting that this law was sponsored by Harry F. Byrd, Jr., the son of the senior United States senator from Virginia as state Senator in the Virginia legislature.

The Virginia statute is sound. What it does is to prevent the state from establishing a "scale of living" which it cannot continuously afford. Lush times give the state an unusual total of revenue in one year. There is every pressure to spend that money on the assumption that times will continue lush. When they do not continue lush, the state has still made plans and commitments which it will try to meet by opening new sources of revenue or by trying to squeeze more from existing sources.

A Local Problem. To maintain American education as a great progressive group of individual school units, and to prevent increasingly centralized bureaucracy in education at both state and federal levels, people in every community should thoroughly reexamine the questions of purpose, need, finance, and control of their schools.

Only as our people locally understand school purposes and needs—only when they study their own school problems and efficiently use their local tax resources to meet them, can we hope to maintain local control in education.

In terms of the interests and preferences of each individual community in America, state tax dollars (and even more so, federal tax dollars), buy less than local tax dollars.

Vested Interest No. 1. A very real doubt has begun to trouble the minds of most labor union leaders. What if prices don't go up as forecast? A union leader can-

not stand still. Repeated doses of wage increases have come to be expected and demanded by union members and must be delivered by union leaders. So what if prices do stabilize or even come down a little? That may be a happy event for the customer but it can bring no joy in unionville.

In the past, this country has suffered from the political dominance of many types of vested interests which managed to make the government follow policies to their own and not the public's interest. But it never suffered half so much as it will under the dominance of vested interests for perpetual inflation.

Department of Special Privilege. In a recent speech to a convention of the AFL Retail Clerks Union, Secretary of Labor Tobin called for the organization of 13 million white-collar workers, because it "would be good for them and good for the country." He said that organizing them was labor's "historic challenge,"

and added that a lot of white-collar people have a "snobbishness" about trade unions.

The Department of Labor was separated from the old Department of Commerce and Labor to adequately represent "labor" whether organized or unorganized. Its purpose has never been legally changed even though its present secretary thinks and acts as though he only

The real reason Free Enterprise is
in danger is because Free sounds
good to too many and Enterprise to
too few.

represents unions.

Americans Should Represent America. It is a deplorable fact that in 1945 the United States did not have one statesman in power with vision enough to understand and appraise exactly what Stalin was doing at Yalta. Roosevelt, Hopkins and Hiss, as history has since shown, were completely incapable of taking the events that occurred there and fitting them into the framework of both our own tradition and of history. This primary ingredient of statesmanship—historical imagination—is no more prevalent among our
(Continued on page 18)

Workers with a sense
of pride . . .
a priceless
asset . . .



*Yours in the
Land of Plenty**

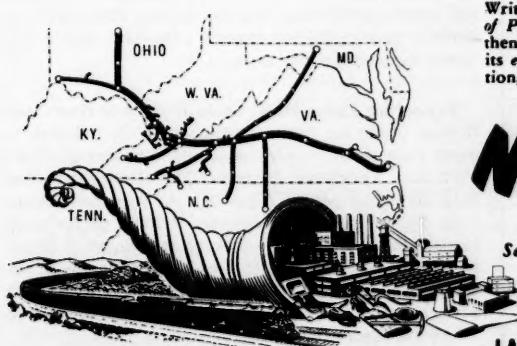
Find the man who cares about the quality of his work . . . a man eager to follow instructions, alert for new ideas, enthusiastic about his company —

— and you've found a worker with a sense of pride . . . a man who will make money for himself and his employer.

Manufacturers in *The Land of Plenty* say their manpower personnel is a priceless asset . . . men and women who know how to work . . . many of them followers of their fathers in their trades . . . skilled and unskilled workers easily adapted

to different types of manufacture . . . "home-rooted" by nature . . . proud of their job . . . proud of their company . . . proud of the chance to pull with management.

If you're looking for *Workers With A Sense of Pride*, you'll find them in *The Land of Plenty*. For full details about any section of this great and growing industrial region, write or phone the Industrial and Agricultural Department, Drawer MR-415, Norfolk and Western Railway, Roanoke, Va.



Write for a free copy of *Industrial Opportunities In The Land of Plenty*. Learn the general advantages of this section . . . then let the N. & W.'s plant location specialists tell you about its exact advantages for you — in confidence, without obligation, promptly and reliably.

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LAND OF PLENTY

For GOODNESS Sake
MAKE A MEMO AT ONCE ABOUT
ORDERING FOR CHRISTMAS
FOR EVERYONE ON YOUR LIST

Arthur Bauer's
PLANTATION
PRESERVES & RELISHES



Wire or write today for 1951
 illustrated folder, describing
 our good eating specialties,
 tenderly made from old planta-
 tion recipes.

CHOICE OF TEN
FINE GIFT BOXES

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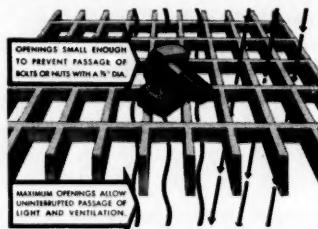
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GUARANTEED TO PLEASE OR MONEY REFUNDED

TRI-LOK RECTANGULAR
OPEN STEEL FLOORING



Tri-Lok strength is obtained by truss action through twisted cross-bar, curved in opposite directions at each bearing-bar. Standard openings in Tri-Lok Rectangular Steel Flooring are 1" x 37 $\frac{1}{8}$ "—other sizes can be supplied as required.

Diagonal, or Super-Safety U-type Flooring, and stair treads of all types, are available. Bulletin NC 1140 describes the construction features of Tri-Lok Open Steel Flooring.

The Tri-Lok Company is also equipped to furnish riveted and Tri-Forged welded open steel flooring. Tri-Lok grating can be furnished in a variety of metals, including aluminum alloy, stainless steel, etc.

DRAVO CORPORATION

National Distributor for the Tri-Lok Company

Dravo Building, Pittsburgh 22, Pennsylvania

Sales Representatives in Principal Cities



LITTLE GRAINS OF SAND

(Continued from page 16)

statesmen today than it was six years ago. It is equally deplorable that today this country has in Dean Acheson the same type of pseudo-statesman. Secretary Acheson may as well be President of the United States, because it is in the realm of foreign affairs that he deals, and because foreign affairs dominate almost every domestic question that faces the U. S. Such a job calls for wisdom, and an unimpeachable sense of national patriotism. Unfortunately, Mr. Acheson is apparently an Anglophile with internationalist tendencies.

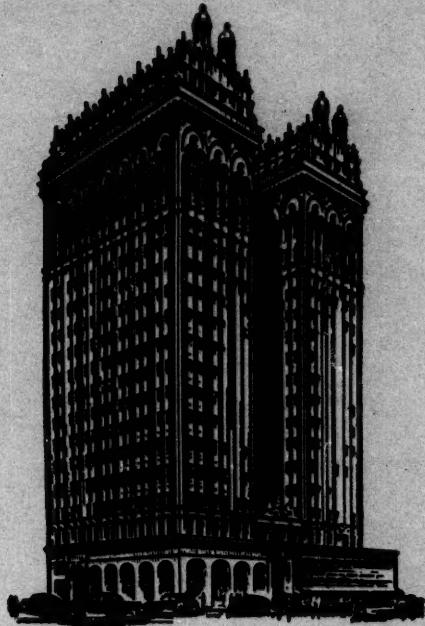
Let's Stick to Our Side. On the other side of the Atlantic, the British Transport Commission has issued a financial report on the third year of its operation of the transportation industry as government-owned, socialized business. This operation includes both railroads and the trucking industry. This year-end report showed a loss in excess of \$39 million. It brought the total loss for the three years of nationalization to \$110 million.

On this side of the Atlantic, U. S. class one railroads operating without benefit of nationalization made a net profit last year of \$784 million; an average profit of \$537 million annually since the war. The interstate truck transportation industry made a profit last year of over \$100 million. Both of these figures are after taxes—after the industries had helped support federal, state and local governments.

More Deadwood. In 1941 there were 800,000 persons on the payroll of the federal government outside of the defense agencies. In 1945, at the height of the war employment, there were 1,135,000 employees on the non-defense payroll. Last week the federal job holders, not counting military personnel or defense agency workers, added up to 1,250,000. The figures are significant because every time anyone brings up the subject of the mushrooming of the government's payroll he gets called down with some remark about the "defense needs." This is supposed to explain everything and justify everything. But the defense effort does not explain those 1,250,000 federal jobholders and it certainly does not justify them.

Exporting Know-How. Since 1948 more than 3,000 foreign observers have scrutinized U. S. industry in every part of the country under the auspices of ECA's Technical Assistance Division. The South has more than played its part in exporting our American industrial know-how. For example, British productivity teams have studied rayon-making techniques in North Carolina and Virginia. Belgium has sent teams to observe coal mining operations in West Virginia. A French cotton and spinning group has had a look at South Carolina's new mills.

(Continued on page 21)



JEFFERSON STANDARD REACHES \$1 - BILLION

On June 21, 1951, THE JEFFERSON STANDARD LIFE INSURANCE COMPANY, Greensboro, N. C., reached the billion dollar mark of ordinary life insurance in force. Achieving this goal in 44 years of operation, Jefferson Standard is the youngest company in that select group.

Less than eight years ago the Company passed the one-half-billion-dollar mark. Thus in a relatively short time it has doubled its amount of insurance in force. The Company's record is all the more impressive by reason of the fact that only ordinary life insurance—no group insurance or industrial insurance—is written by Jefferson Standard.

Founded during the financial crisis of 1907 with a capitalization of \$250,000, the Company grew steadily,

with profit to its stockholders, policyholders and beneficiaries. Its assets now total over \$275,000,000, amounting to \$114 for each \$100 of liabilities.

Jefferson Standard has followed the practice of investing its funds in Southern mortgages and enterprises. As of December, 1950, the Company's outstanding mortgage loans totaled \$120,640,209.03, representing 45.47% of its assets.

Operating through 69 branch offices in 29 states, the District of Columbia and Puerto Rico, the Company in the past 44 years has paid almost \$200,000,000 to beneficiaries and policyholders, providing security, comfort, education, retirement and happiness to thousands upon thousands of people.

This is another advertisement in the series published for more than 15 years by Equitable Securities Corporation featuring outstanding industrial and commercial concerns in the Southern states. Equitable will welcome opportunities to contribute to the further economic development of the South by supplying capital funds to sound enterprises.

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EQUITABLE Securities Corporation

BROWNLEE O. CURREY, President

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TWO WALL STREET, NEW YORK 5

NEW YORK
HARTFORD
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AND
JACKSON, MISS.

Capital Funds Available

Does your company need additional funds to keep pace with the rapid expansion of American industry? Could your company profitably use more long-term money for working capital, plant expansion or new equipment?

If the answer is "yes," we invite you to discuss your problems with us. As investment bankers, we are in the business of supplying capital funds.

We shall be glad to analyze your particular situation with you to determine how much new capital your company needs . . . whether this additional capital should be raised through the issuance of common stock, preferred stock, mortgage bonds or debentures . . . whether the securities can best be sold by means of a public offering or a private placement. In short, we will give your individual case the individual attention it deserves.

We are equipped with the experience, manpower and resources to provide capital funds to well established companies. During the past 20 years we have supplied capital funds to sound corporations throughout the nation. In 1950 alone we participated as an underwriter in \$1,876,658,679 of new issues of corporate and municipal securities. Our participation in this huge total was \$83,958,893. These figures speak for themselves.

If you are faced with the problem of raising additional capital funds for your company, we invite you to call at any of our branch offices for further information, or to 'phone us at LD-97 in Nashville to arrange an appointment.

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EQUITABLE
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JACKSON, MISS.

BROWNLEE O. CURREY, President.

322 UNION STREET, NASHVILLE 3

TWO WALL STREET, NEW YORK 5.

LITTLE GRAINS OF SAND

(Continued from page 18)

"Uncertain Sound." Senator McCarran of Nevada, Democrat, has put his finger on the real weakness in the Voice of America. He says, "Effective propaganda is inseparable from effective national policy. If the official policies of the democratic nations, and especially the United States, remain hesitant and confused, we can convey only a sense of our weakness and moral jitters. Under those circumstances the enlargement of facilities for transmitting our message can even prove harmful, for the message itself may be defective. In the struggle for the mind and soul of mankind, sheer quantity is no substitute for quality."

Should Start from Scratch. As Senator George's senate finance committee prepares to work on the new tax bill for the present fiscal year, both the administration and the N.A.M., and to a degree Senators George and Byrd, seem to take for granted that the President's budget of spending, even if it were cut, would require something like the amount suggested in new taxes. And yet, no real case has been made for the new taxes at all. All that we hear of are great and indeterminate expenditures for defense. The fact is that with the present schedule of taxes, we would nearly if not fully balance the budget. The committee should ignore the Truman-Snyder figures, which have been consistently and outrageously wrong, and determine for itself just how much money it needs for next year.

Blueprint for Socialism. Since the day, 18 years ago, when the late Senator George Norris fathered the Tennessee Valley Authority and Harold Ickes became Secretary of the Interior, it has been the policy of the national Administration to supplant private ownership of the electric power industry with a government monopoly. The legal basis of this invasion was laid in the Tennessee Valley legislation. It provided that in the sale of TVA power, preference should be given to "states, counties, municipalities, and cooperative organizations." Later, in setting up the Bonneville project in 1937 this discrimination was made still more positive.

The same idea has been incorporated in practically every project since. Harold Ickes in his last days as Secretary of the Interior issued directions to "implement" this congressional policy. The Ickes directions were not only to give preference to public power and co-operatives over private utilities, but to give active assistance to the setting up of public and cooperative agencies to buy power from Federal projects.

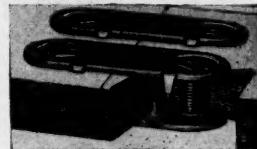
Thus, like the policy followed in the Wagner Act, in which the Federal Government helped to organize unions where none existed before, the Federal Government deliberately set out to create socialistic agencies to use Federal power. These principles have been carried on to the present day.

RAYMOND MOLEY.

FLEXCO BELT FASTENERS and RIP PLATES



FOR HEAVY
CONVEYOR
AND
ELEVATOR
BELTS OF
ANY WIDTH



Compression Grip distributes strain over whole plate area

- ★ FLEXCO Fasteners make tight butt joints of great strength and durability.
- ★ Trough naturally, operate smoothly through take-up pulleys.
- ★ Distribute pull or tension uniformly.
- ★ Made of Steel, "Monel," "Everdur." Also "Promal" top plates.

★ FLEXCO Rip Plates are for bridging soft spots and FLEXCO Fasteners for patching or joining clean straight rips.

Order From Your Supply House. Ask for Bulletin F-100

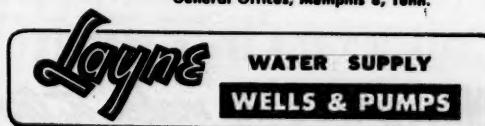
FLEXIBLE STEEL LACING CO.

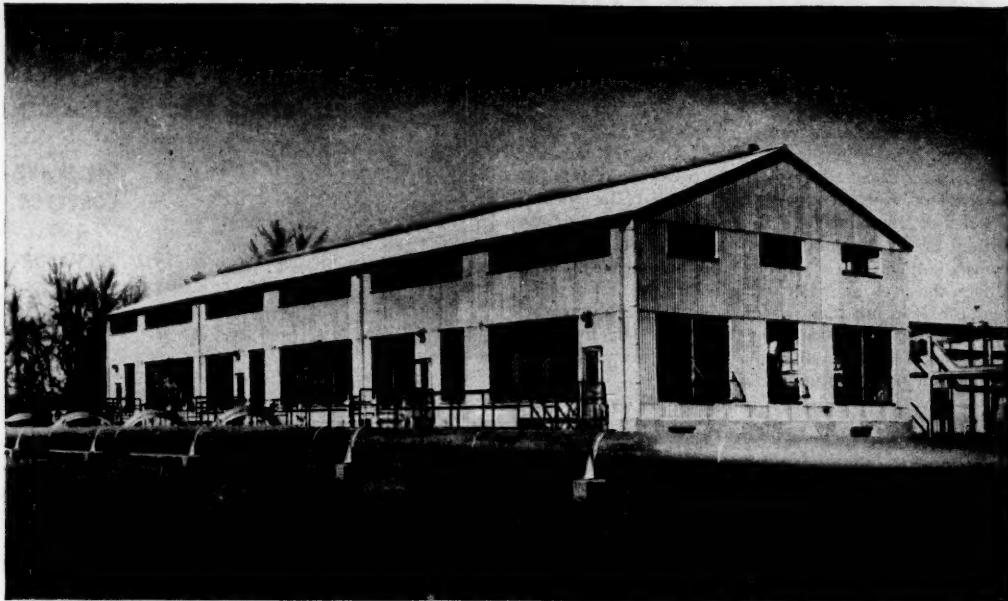
4690 Lexington St., Chicago 44, Ill.



A Layne built well water supply system on your own property is an excellent investment. First, it greatly increases your water supply at little or no extra cost over what you are now paying. Next, it gives you better protection for your plant, equipment and offices. Once installed, your own system will end worry about water supply failure and relieve you of paying high rates. Send for Layne's newest catalogs on well water systems. No obligation. Address

LAYNE & BOWLER, INC.
General Offices, Memphis 8, Tenn.





Pipe ranging from 24 in. to 30 in. in diameter was fabricated from $\frac{1}{2}$ in. and $\frac{3}{4}$ in. Mayari R plate, for use in the Transcontinental Gas Pipe Line that connects the gas fields of West Texas with New York. This pipe was used at 12 different pumping stations along the line. Fish Engineering Corporation and Fish Constructors, Incorporated, handled the design, engineering and construction of the line.

Mayari R Pipe Withstands Vibration in World's Longest Gas Line

Because pumping equipment generates a certain amount of vibration, the builders of the 1840-mile Transcontinental Gas Pipe Line used Mayari R steel pipe at the pumping stations. The large-diameter pipe fabricated from this low-alloy, high-strength steel connects directly with the pumps, and extends some distance in both directions from the stations.

Mayari R was selected because its mechanical properties are substantially higher than those of carbon steel. It

has a yield point, for instance, of 50,000 psi minimum, and an endurance limit of 50,000 psi. These properties permit the use of considerably higher working stresses.

It also has better resistance to impact and to atmospheric corrosion than carbon steel, which means longer service life.

And there are no fabricating problems with Mayari R; it can be cut, formed, punched and machined like carbon steel. The same equipment is

used, although slight allowances may be required to offset the higher properties of this grade. Mayari R can also be welded by all of the usual methods.

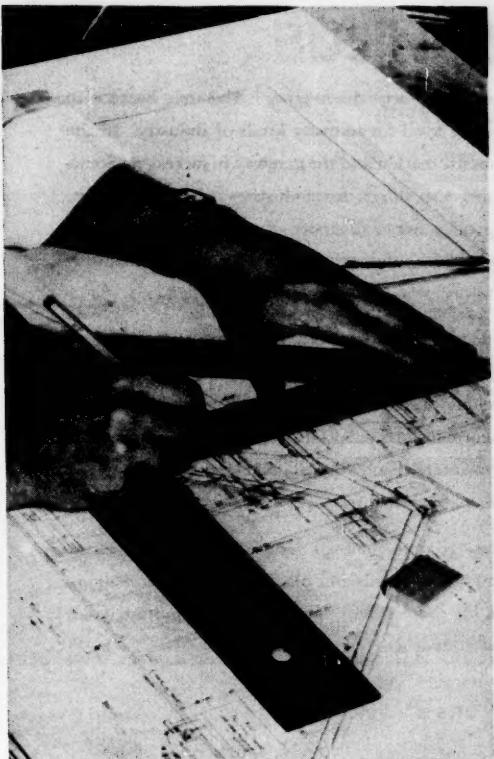
Now widely used in structures, vehicles, and construction equipment as well as in many consumer products, Mayari R is making design improvements possible at low cost. To get more information on this material and its applications write or phone our nearest sales office for Catalog 259.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

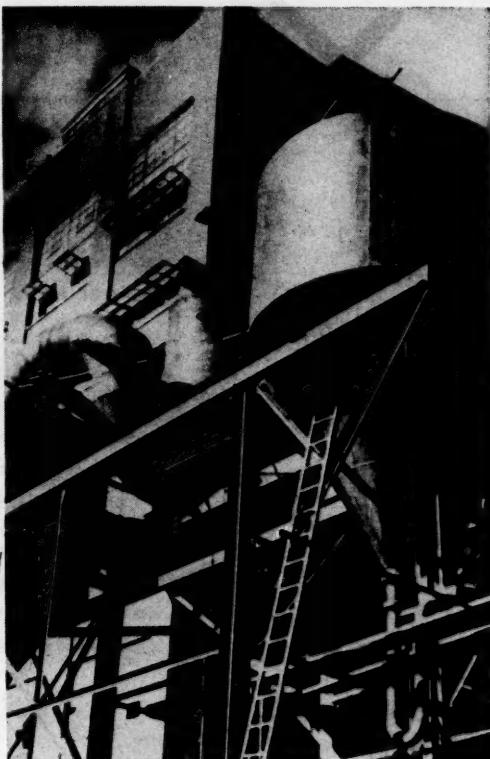
*On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation
Export Distributor: Bethlehem Steel Export Corporation*



Mayari R makes it lighter... stronger... longer lasting



Part of Designing Section, John J. Harte Co.



Evaporator System, Mead Paper Corp., Macon, Georgia

From Original Plans . . . Through Construction!

Whether your project calls for a completely new plant or existing plant expansion, you can have the entire job, from plans to finished operating plant, under one single contract and responsibility. Expansion and modernization problems must be solved quickly and economically! The Harte organization is prepared to handle your demands efficiently and reasonably, from original plans through construction!



Our ONE organization, operating under ONE contract, with ONE responsibility WILL:

- Assist in all process planning
- Prepare all construction drawings
- Provide accurate estimates of cost
- Purchase all materials
- Handle shop and fabrication problems
- Construct the entire job
- Handle initial operations, if desired

Whatever your engineering needs might be, phone, wire, or write us your plans; and a Harte engineer will call on you promptly from either our Atlanta, New York, Houston, or Des Moines Office.

JOHN J. HARTE CO.

ENGINEERS • CONSTRUCTORS

Atlanta • Houston • New York • Des Moines

X
*Marks the
Spot*



MORE and more industries are "discovering" Alabama, because in Alabama are so many spots ideal for so many kinds of industry. In the center of a growing domestic market and the gateway to increasing South American trade Alabama also offers, for industries which require it, copious quantities of good water, a diversity of raw and semi-finished materials for most kinds of manufacturing, dependable electric power, intelligent willing workers.

Alabama's a good place for industry, but it's also a good place to live. Mild winters make healthful outdoor recreation possible the year 'round; summers are seldom warmer than elsewhere; vacation spots in mountains and on seashore are many; social and cultural organizations abound in many fields of interest; schools are good, and religious needs are met by churches of many denominations.

Whether your interest is immediate or long-range, our industrial engineers will gladly study your needs and place before you facts about locations which might fill those needs. There is no obligation; your inquiry will be held in confidence.

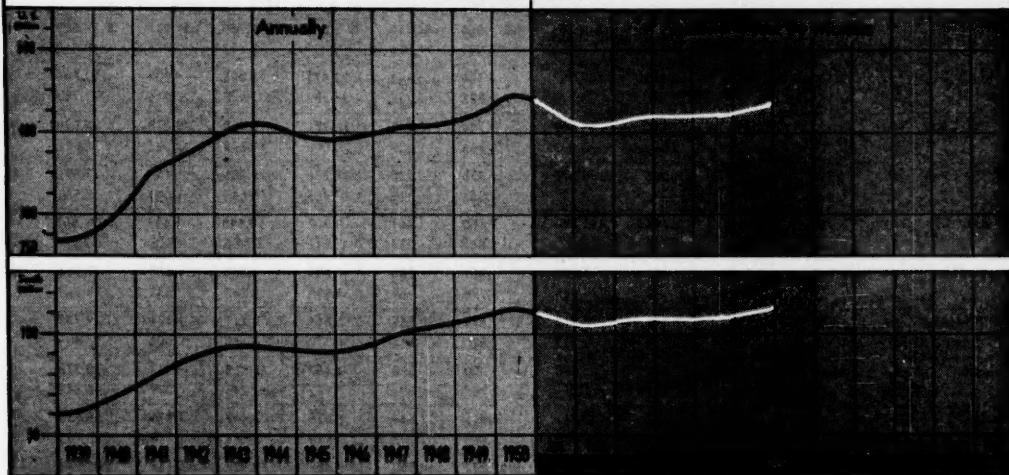
**There is an
IDEAL SPOT
for Your Plant in
ALABAMA
A Good Place to
Work and Live**

Alabama Power Company

Industrial Development Division
Birmingham, 2, Ala.

BUSINESS TRENDS

**PHYSICAL VOLUME
OF
ALL GOODS TURNED OUT BY PRIVATE ENTERPRISE
(MEASURED IN 1926 DOLLARS)**



Trend Indicators

Farm Marketings (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$ 580	\$ 694	\$ 482
Other States	\$1,563	\$1,713	\$1,343
United States	\$2,143	\$2,407	\$1,825

Construction Put in Place (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$ 868	\$ 813	\$ 765
Other States	\$1,833	\$1,705	\$1,635
United States	\$2,701	\$2,518	\$2,400

Mineral Output (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$ 698	\$ 682	\$ 462
Other States	\$ 575	\$ 573	\$ 393
United States	\$1,273	\$1,255	\$ 855

Manufacturer's Sales (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$ 5,112	\$ 4,952	\$ 3,968
Other States	\$18,146	\$17,740	\$14,109
United States	\$23,258	\$22,692	\$18,077

Electric Output (Mil. kw-hrs.)

	June 1951	May 1951	June 1950
South	10,829	10,620	9,585
Other States	24,137	24,516	22,023
United States	34,966	35,136	31,608

Carloadings (000)

	June* 1951	May* 1951	June* 1950
South	1,327	1,118	1,236
Other States	2,712	2,115	2,111
United States	4,039	3,233	3,347

*June, 5 wks.; May, 4 wks.

Bank Debits (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$24,701	\$24,544	\$21,664
Other States	\$110,326	\$106,154	\$97,725
United States	\$135,027	\$130,698	\$119,389

Retail Sales (\$ Mil.)

	June 1951	May 1951	June 1950
South	\$3,479	\$3,318	\$3,342
Other States	\$8,804	\$8,365	\$8,619
United States	\$12,283	\$11,683	\$11,961

Following the Trend

Result of heavy industrial building in the 16 Southern states is beginning to make itself felt in the trend of business volume.

The South, lagging in previous months some two or more percentage points below the national rate of business volume gain, in June equaled the national average.

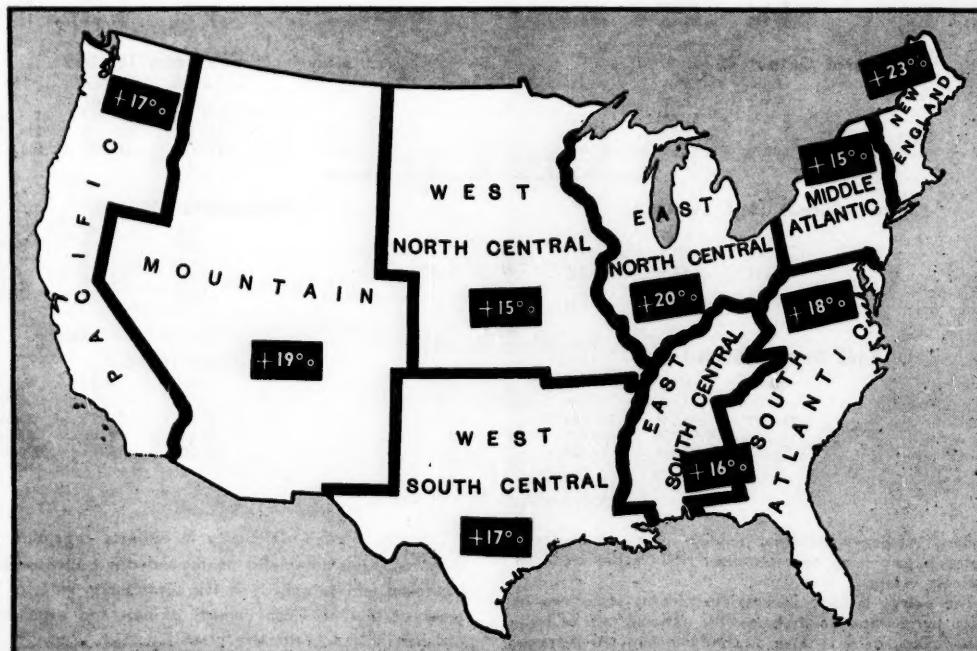
That the South's deficiency in business expansion is likely to be less notable in months ahead is evidenced by continued intense activity in the construction industry, a great portion of which consists of new and expanded commercial and productive plant.

NATIONAL BUSINESS VOLUME

1st 6 Mos. 1951 Compared With 1st 6 Mos. 1950 (\$ million)

<i>Region</i>	<i>Farm-ing</i>	<i>Min-ing</i>	<i>Con-struction</i>	<i>Manu-fac-turing</i>	<i>Util-ities</i>	<i>Fi-nance</i>	<i>Whole-sale Trade</i>	<i>Re-tail Trade</i>	<i>Serv-ice Trade</i>	<i>Busi-ness Volume</i>	<i>%</i>
New Eng.	'51 \$ 438	\$ 27	\$ 830	\$ 9,784	\$ 966	\$ 1,115	\$ 5,678	\$ 4,760	\$ 911	\$ 24,509	+23
	'50 372	19	643	7,262	905	1,056	5,059	3,691	808	19,815	
Mid. Atl.	'51 1,160	860	2,752	31,937	4,155	4,463	29,472	14,883	4,202	93,884	+15
	'50 954	558	2,340	24,778	3,823	4,226	27,299	13,929	3,846	81,753	
E. N. Cen.	'51 3,121	674	2,510	39,808	3,748	2,772	22,781	15,958	3,218	94,590	+20
	'50 2,582	429	2,082	30,093	3,361	2,638	20,086	14,625	2,995	78,891	
W. N. Cen.	'51 3,966	508	1,045	9,570	1,775	1,230	11,256	7,081	1,160	37,591	+15
	'50 3,202	337	876	7,270	1,572	1,128	10,464	6,645	1,044	32,538	
S. Atl.	'51 1,325	762	2,094	12,884	2,150	1,461	8,702	8,646	1,533	39,557	+18
	'50 1,110	458	1,689	10,009	1,866	1,339	7,942	7,706	1,405	33,524	
E. S. Cen.	'51 917	514	671	5,177	851	506	4,239	3,582	659	17,116	+16
	'50 751	333	563	4,025	778	459	3,899	3,282	573	14,663	
W. S. Cen.	'51 1,382	2,755	1,462	7,813	1,619	959	6,564	6,111	1,124	29,789	+17
	'50 1,301	1,768	1,205	5,932	1,520	841	6,170	5,660	1,006	25,403	
Mount.	'51 867	713	609	1,988	700	330	2,160	2,468	437	10,272	+19
	'50 684	462	513	1,511	587	281	1,982	2,243	379	8,642	
Pacif.	'51 1,267	669	1,722	10,731	1,813	1,514	8,535	7,448	1,911	35,610	+17
	'50 1,087	435	1,402	7,805	1,664	1,392	7,978	6,966	1,719	30,448	
U. S.	'51 14,443	7,482	13,695	129,692	17,777	14,350	99,387	70,937	15,155	382,918	+17
	'50 12,043	4,799	11,313	98,685	16,076	13,360	90,879	64,747	13,775	325,677	
%	+20	+55	+21	+31	+10	+7	+9	+9	+10	+17	

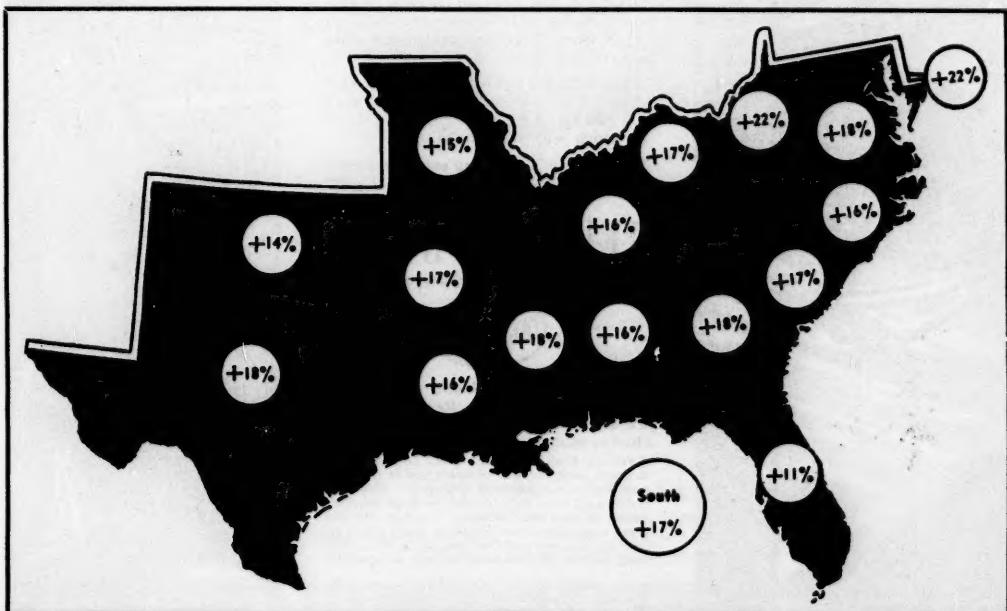
National Average +17



SOUTHERN BUSINESS VOLUME

1st 6 Mos. 1951 Compared With 1st 6 Mos. 1950 (\$ million)

State	Farming	Mining	Construction	Manufacturing	Utilities	Finance	Wholesale Trade	Retail Trade	Service Trades	Business Volume	%
Ala.	'51 \$162	\$ 81	\$175	\$1,542	\$222	\$138	\$814	\$888	\$199	\$4,131	+16
	'50 124	54	155	1,159	206	127	749	823	145	3,542	
Ark.	'51 201	60	131	477	138	62	442	589	87	2,187	+17
	'50 154	37	90	365	124	57	398	554	80	1,859	
D. C.	'51 —	—	149	139	197	205	705	814	159	2,368	+18
	'50 —	—	115	108	116	168	655	703	141	2,006	
Fla.	'51 310	42	374	625	290	242	1,251	1,404	245	4,783	+11
	'50 304	28	301	481	272	235	1,138	1,280	243	4,282	
Ga.	'51 221	19	288	1,918	302	193	1,689	1,162	231	6,023	+18
	'50 157	13	208	1,506	267	183	1,502	1,037	209	5,082	
Ky.	'51 320	308	149	1,539	252	120	1,073	1,007	160	4,928	+17
	'50 301	197	122	1,167	231	110	1,039	901	146	4,214	
La.	'51 127	403	239	1,300	341	155	1,175	971	170	4,881	+16
	'50 109	277	224	1,049	309	135	1,060	875	141	4,179	
Md.	'51 140	10	317	1,964	317	244	1,224	1,134	211	5,561	+22
	'50 123	6	292	1,440	289	233	1,004	969	195	4,551	
Miss.	'51 178	79	96	541	121	62	493	540	81	2,191	+18
	'50 107	52	80	405	114	54	455	501	77	1,845	
Mo.	'51 576	62	290	2,994	547	422	3,810	1,952	413	11,066	+15
	'50 447	44	245	2,313	487	385	3,535	1,774	355	9,585	
N. C.	'51 170	17	328	3,311	296	175	1,828	1,266	232	7,331	+16
	'50 146	10	250	2,657	258	152	1,506	1,123	207	6,309	
Oklahoma	'51 249	348	189	890	212	143	891	893	170	3,985	+14
	'50 239	234	144	683	193	128	855	849	158	3,483	
S. C.	'51 87	6	164	1,443	115	68	494	727	102	3,206	+17
	'50 68	4	131	1,146	104	64	449	667	92	2,725	
Tenn.	'51 257	46	251	1,645	256	186	1,859	1,147	219	5,866	+16
	'50 219	30	206	1,294	227	168	1,656	1,057	205	5,062	
Tex.	'51 805	1,944	903	5,146	928	599	4,056	3,658	697	18,736	+18
	'50 799	1,220	747	3,835	894	521	3,857	3,382	627	15,882	
Va.	'51 250	97	314	2,154	345	213	1,066	1,230	215	5,884	+18
	'50 201	61	254	1,664	310	194	993	1,091	195	4,963	
W. Va.	'51 83	571	103	1,008	230	78	518	716	110	3,417	+22
	'50 66	336	96	784	199	72	487	663	98	2,801	
South	'51 4,144	4,093	4,460	28,546	5,109	3,305	23,088	20,098	3,701	96,544	+17
	'50 3,564	2,603	3,660	22,056	4,600	2,986	21,338	18,249	3,314	82,370	
%	+16	+57	+21	+29	+11	+10	+8	+10	+11	+17	





What! Only black bread?

"Nice thing to serve a guy after a hard day's work!"

"Why . . . that's the kind of food they eat on the other side of the iron curtain."

"Then I caught on to why Mabel did it. I'd complained we'd had baked ham twice that week. So this black bread business was her way of teaching me a lesson in thankfulness. And I admit I needed it."

"Here I am living in a democratic America. And we've got plenty else besides good food to be thankful for. We've got Freedom . . . and that's the tastiest dish any people could ask for!"

"Freedom of worship . . . that's important. So's free speech. So's the secret ballot. What's more, we can travel wherever we please, own a house or a farm or a business or get a job like I have with Republic, turning out the steel this country needs. We can put our hard-earned bucks into a bank account, stocks and bonds, or a weekend fishing trip. Freedoms like these are all old stuff to us."

"Trouble with us is we take it for granted that we'll always have these Freedoms. But, come to think of it, many of those oppressed people used to have Freedoms, too. They got careless, though, and let a lot of power-hungry dictators 'plan' their Freedom right out from under their noses."

"Like Mabel was hinting at, I guess it's smart to be thankful for what we have . . . and to take a more healthy interest in which way we're heading."

"By the way . . . did you ever eat a meal of just dry, hard black bread? Ugh!"



REPUBLIC STEEL

Republic Building, Cleveland 1, Ohio



Republic BECAME strong in a strong and free America. Republic can REMAIN strong only in an America that remains strong and free . . . an America looking to the Steel Industry for strength both in times of peace and in times of war. In today's national emergency, Republic is doing all it can to help meet the huge requirements of steel for National Defense. At the same time, Republic is making every effort to provide Industry and Business, too, with quality steel to meet civilian needs as fully as possible.

* * *

{ For a full color reprint of this advertisement,
write Dept. J, Republic Steel, Cleveland 1, O. }

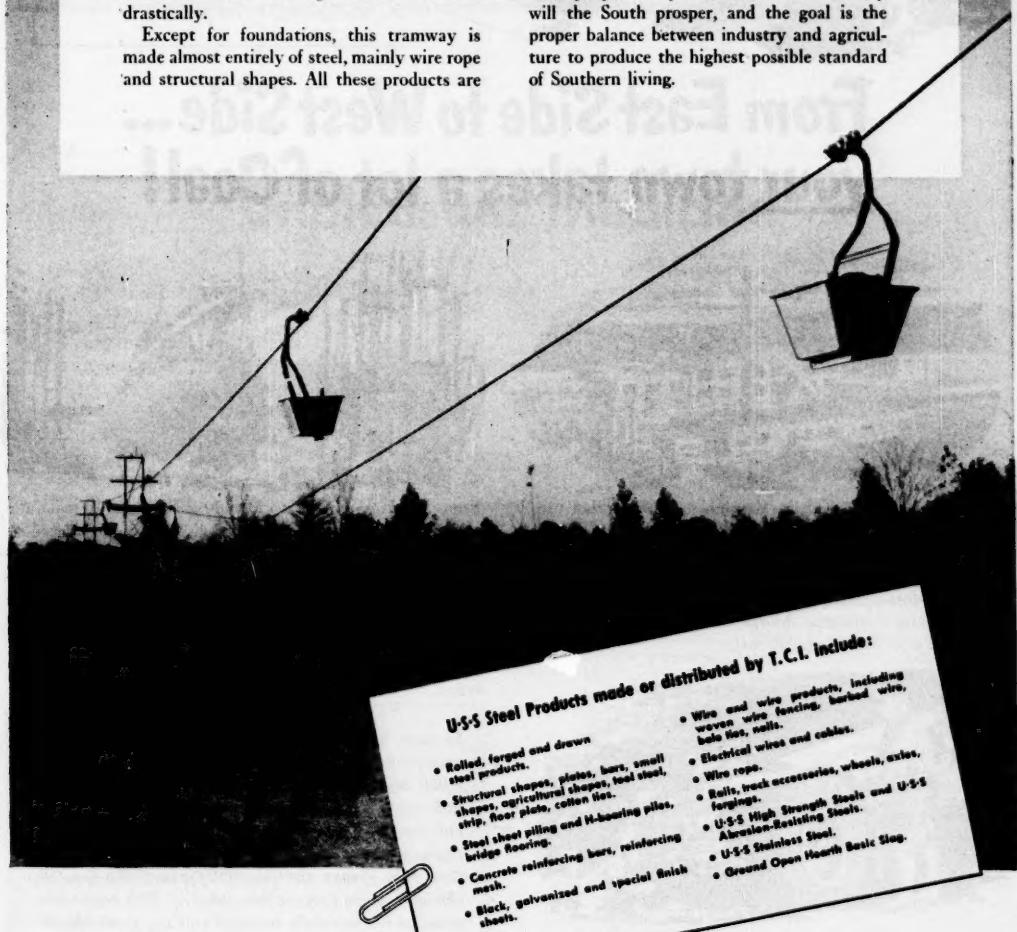
Only STEEL can do so many jobs so well...

AERIAL TRAMWAY CUTS MATERIAL HANDLING COST OVER 50%. At Macon, Georgia, the Burns Brick Company installed this aerial tramway to carry raw materials to the kilns. So much loading and unloading time and labor were saved that handling costs were reduced drastically.

Except for foundations, this tramway is made almost entirely of steel, mainly wire rope and structural shapes. All these products are

made or distributed in the South by the Tennessee Coal, Iron and Railroad Company, and T.C.I. engineers are always available for consultation on the application of these products to new industrial situations.

Only by development of southern industry will the South prosper, and the goal is the proper balance between industry and agriculture to produce the highest possible standard of Southern living.



U-S-S Steel Products made or distributed by T.C.I. include:

- Rolled, forged and drawn steel products.
- Structural shapes, plates, bars, small shapes, agricultural shapes, tool steel strip, floor plate, cotton ties.
- Steel sheet piling and H-bearing piles, bridge flooring.
- Concrete reinforcing bars, reinforcing mesh.
- Black, Galvanized and special finish sheets.
- Wire and wire products, including woven wire fencing, barbed wire, bale ties, nails.
- Electrical wires and cables.
- Wire rope.
- Rolls, truck accessories, wheels, axles, forgings.
- U-S-S High Strength Steels and U-S-S Abrasion-Resisting Steels.
- U-S-S Stainless Steel.
- Ground Open Hearth Basic Slag.



TENNESSEE COAL, IRON AND RAILROAD COMPANY

GENERAL OFFICES: BIRMINGHAM, ALABAMA

DISTRICT OFFICES: BIRMINGHAM • CHARLOTTE • HOUSTON • JACKSONVILLE • MEMPHIS • NEW ORLEANS • TULSA

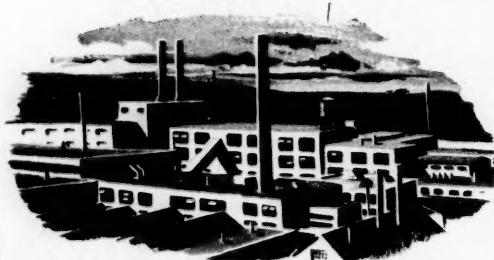
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

UNITED STATES STEEL



From one Main Street to another the story's the same! Actually almost everything this country produces requires coal—coal to make steel, to run factories and railroads, to generate immense quantities of electric power, to heat stores, hospitals, apartments. And perhaps *your home* is one of the 14 million that rely on the steady, healthful heat that bituminous coal provides!

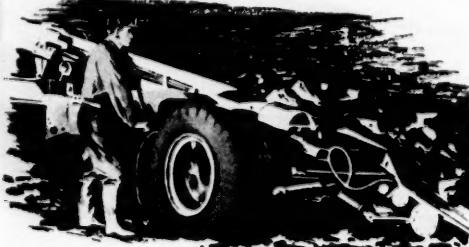
From East Side to West Side... your town takes a lot of Coal!



This factory is typical of the thousands of plants that turn out everything America needs. It gets its power from coal—America's #1 steam fuel—for coal is practically everywhere the most economical power source. And today, automatic controls, automatic coal and ash handling apparatus net even larger savings—minimize dramatically the inconveniences associated with older installations.



From periscope to keel it took 800 tons of coal to make the steel that went into this submarine! Today more and more coal is needed for national defense. However, thanks to America's vast coal reserves and the great degree of mechanization that progressive mine operators have developed in mining and preparing coal—rearmament will get all the coal required without any pinch on the home front!

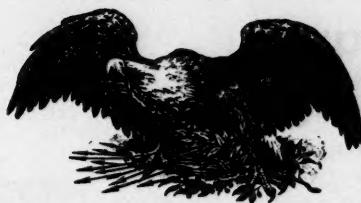


Highly developed machines like the giant loader above have made it possible for the American miner to reach a daily output that's 4 to 24 times that of any miner in Europe or Asia. Today, the American miner is actually a skilled machine operator. Fully 98% of all American coal is mechanically cut—about 75% mechanically loaded.

In their constant search for a better and more economical coal product the managers of this country's 8,000 mines have invested hundreds of millions of dollars in research—in modern machinery—in finding and developing new mine properties. As a result, today's output per man in America's coal mines is more than 32% greater than in 1939—one of the greatest efficiency gains in American industry. *This nation can count on her privately managed coal companies for all the coal it needs to stay strong—to become stronger!*

BITUMINOUS COAL INSTITUTE
A DEPARTMENT OF NATIONAL COAL ASSOCIATION
WASHINGTON, D. C.

**FOR NATIONAL DEFENSE
FOR PEACETIME PROGRESS YOU CAN COUNT ON COAL!**



"What Enriches the South Enriches the Nation"

Unpleasant Medicine

Realizing that income tax rates, both individual and corporate have reached heights that endanger economic progress and invite public resistance, the Senate Committee on Finance headed by the able Senator George of Georgia is painfully striving to correct the mistakes and injustices contained in the Tax Revision bill recently passed by the House. They would be wise to kill it in its entirety and start over from scratch.

Before making rate adjustments in the existing Income Tax Laws, they would be wise if they gave serious and sincere consideration to a national sales tax. They would be wise because such a tax accords with the principle of broadening the tax base, gives added year in and year out stability to revenues and reaches the large amount of income that, in one way or another, now escapes taxation;—objectives which they wish to attain.

If they are wise enough to sincerely and thoughtfully prepare a national sales tax bill, there, too, they should start from scratch by discarding the present illogical and discriminatory system of selective excises, except for special taxes on alcoholic beverages and tobacco products, and levy in their stead a general across-the-board sales tax on all consumer products save the essentials of food, fuel, medicines and certain items of clothing.

Despite its wide acceptance in individual States many men in public life fear to advocate a general sales tax because they believe it is political poison. They fear it because of the propaganda of its opponents who picture it as a tax that falls heavily on those with low incomes. This claim just isn't true.

Canada has had a manufacturer's sales tax for many years. It has recently been raised from eight to ten per cent. Last April, Finance Minister Abbott, in his

budget speech, dispelled some of the popular misconceptions about it with the following facts and figures:

I have given very careful thought to the so-called general sales tax. I say "so-called general sales tax" because it is really very far from being such. Our present sales tax has a very long list of exemptions. About ninety-five per cent of all foods are free of sales tax. All fuels and all building materials are exempt. I think it is safe to say that two-thirds of the average Canadian family's total spending is not touched by the sales tax.

Contrary to the frequent assertion, the sales tax does not strike a higher proportion of the expenditures of the low income group. Calculations based on recent family budget studies made by the Dominion Bureau of Statistics indicate that in the lowest income groups only about one-quarter of the total income is spent on goods subject to sales tax; at the \$3,000 a year level about one-third of the family income is spent on goods subject to this tax.

This 33 per cent of income spent on taxed commodities extends to beyond the \$6,000 a year level. Only when incomes exceed \$7,000 or \$8,000 a year does the proportion of income spent on goods subject to sales tax start to decline, and this is just about the point where our income tax starts to become sharply progressive. To say that our sales tax is a harsh regressive tax simply is not true.

Unlike Canada, and some of our own authorities on taxation, MANUFACTURERS RECORD believes in a sales tax paid by the customer at the point of final sales. We believe this because we think that every citizen should be made to realize the taxes that he pays and thus be reminded daily of his political interest in economy in government. We believe this to be the only way to focus popular indignation on government extravagance and bring to an end the present era of public squandering.

Industrial Shares Rise to New Highs

The movement of quotations is, however far from uniform

By Robert S. Byfield
Financial Editor

JUST now it will be difficult to offer many original thoughts about the state of the national economy in general and the security markets in particular. Last month we made numerous observations at a time when stock market quotations were dropping and we found ourselves in disagreement with most commentators. Our view was that (1) Washington was more afraid of deflation than gradual inflation, (2) The farm bloc and the labor groups would continue to boost production costs by influencing legislation and administrative decisions, (3) There would be great difficulty in cutting down governmental non-defense spending, (4) The Treasury would soon be using red ink again, (5) Capital goods expansion must continue at high rate for the time being, (6) Credit controls may be relaxed instead of being tightened further and (7) Our presently rapid growth of population is an anti-deflationary factor of considerable importance.

Observations Confirmed — Were we writing last month's column today, we would reject none of these seven reasons; we would be obliged to revise some in the light of interim events and we might in fact wish to re-emphasize or underscore others. The control of consumer credit through Regulation W has now been relaxed, deficit spending has actually arrived, wage and price legislation has been loosened up. The cotton bloc after having fought hard against a ceiling price of 45.76 cents a pound for raw cotton last March now proposes drastic support measures because supply has finally overtaken demand as a result of the 1951 bumper crop. Wage escalator clauses are constantly adding to pay envelopes. True, there has been some budgetary pruning by Congress thus far but it is of a minor nature when stacked up against the towering stature of the complete budget itself. It really matters little in the long run whether the Federal Government spends \$71 billions or \$67 billions in a given year; what counts is the very nature and formidability of spending by The State on such a scale and the improbability of raising taxes to a point where deficits can be prevented. Therefore, close students of the security markets need derive no satisfaction from a cut of a few hundred million here and maybe a half billion there. Taken by itself, unwise spending is always bad but a few ounces of good cannot offset a gallon of evil.

What is behind market performances?
—We have stated many times in the past

several years that long term inflationary influences were a dominating factor in our security markets. The course of quotations since June 1949 has generally confirmed this view. Certainly there have been no events this past Summer, political, economic or financial, which might signal a change. In fact, the pattern continues along familiar lines. The new tax bill passed by the House on June 22 provides for the raising of \$7.2 billions but falls short of balancing estimated expenditures by \$10 billions which after considering government trust funds should create a cash deficit of about \$6 billions or thereabouts. If the Senate accepts anything approaching the views of the House, a moderate inflationary influence should result. However, what is more important, the House has failed to tax "where the money is" but has instead evolved a crude formula for "soaking the rich" harder than ever. Hitting the higher brackets in this fashion not only brings meager returns and strikes a further blow at incentives but fails to tap the huge reservoir of taxable income available elsewhere.

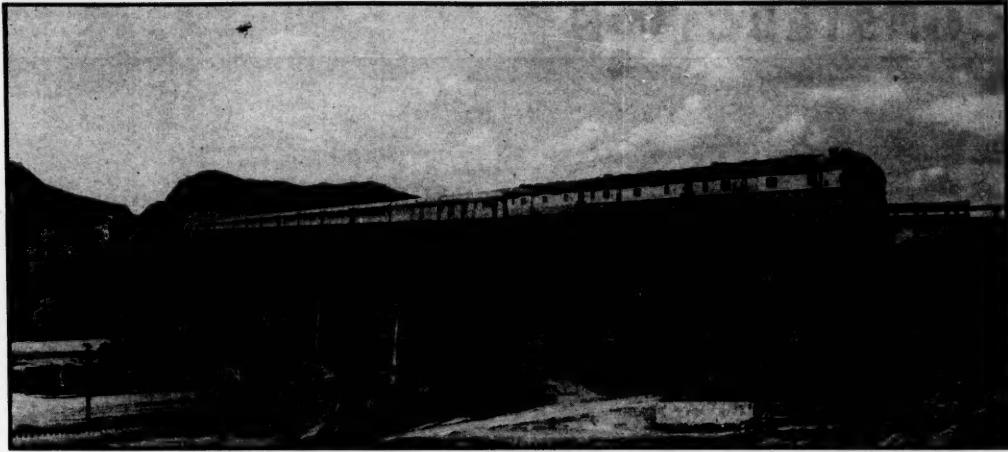
It has aptly been said that the idea of income taxes has been "worked to death"; so have fears of the socio-political aspects of taxing the non-rich. If disposable personal income (gross income less taxes) is permitted to grow steadily as it has since early 1949 it will continue to bid for goods with obvious and inevitable results. True, personal consumption expenditures have recently been lagging and remain more or less static. This, for the long run is a meaningless phenomenon. It shows that at the moment there is greater personal net saving. In fact, net saving as a per cent of disposable income has risen in the second quarter of 1951 to 8.9 on an annual basis, seasonally adjusted. It is higher than at any time since 1946 when it was 7.6. It dropped to 1.8 in the fourth quarter of 1949 and again to 2.2 in the third quarter of 1950 then definitely registering the spending spree following the Korean outbreak. Yet as we have found from the experience of the last ten years the rate of saving can quickly drop and, conversely, consumption rise. Today's savings merely become the backlog of tomorrow's spending, when and as conditions become ripe. Investors are pretty largely aware of this since they are generally discounting the longevity of certain current slumps and inventory accumulations in consumer goods industries.

The Dow-Jones Industrials stand now

above the previous peak of 263.13 reached May 3 and the Utilities close to their recent August 7 high of 45.55. Only the Rails lag almost ten points below their 90.08 high of Feb. 5. While, as we have previously stated, inflationary influences dominate the security markets they cannot account for all aspects of their somewhat spectacular performance. For the investor, since Korea, success in portfolio adjustment has been not only more important than ever; it has been paramount. There has been imperative need not only for short-run but for long-term modernization. Hardly ever have the traditional concepts of the text-book proven so outworn and dangerous. Between June 23, 1950, the last market day before Korea, and June 29, 1951, for example, the Dow-Jones Industrials rose 8.15%, the Rails 29.62% while the Utilities lost 4.25% and the composite average gained 10.53%. Yet of 1003 issues of common stocks listed on the New York Stock Exchange, 342 declined or were unchanged and no comparison for one reason or another was possible with respect to 31. The pattern is not startling but illustrates the need for extreme care and selectivity even in times when a major readjustment is taking place. As might have been expected from the action of the Utility Average, the electric light and power shares showed declines but they were moderate in nature. Losses for the 12 month period were also shown by such diverse groups as radio and television, shoes, tobacco, food processing and distributing, automobiles, finance and loan companies, soft drinks, brewing, broadcasting, retailing and chain stores and railroad equipment. The action of shares in these industries were, of course, obscured by a noteworthy rise in quotations for oil shares and the chemicals, drugs, pharmaceuticals and synthetic fibres. Others which gained were the aircraft issues, paper and pulp, sugar and metals.

Pattern is changing — It would be dangerous to assume that the performance pattern of the first year after Korea will not be altered. In fact, it has already begun to change. Between June 29, 1951 and August 17, 1951 the Industrials rose from 242.64 to 266.17 or 9.7%, the Rails from 72.39 to 80.62 or 11% and the Utilities from 42.08 to 45.25 or 7.5%. In other words, the Industrials are still rising but now the Utilities have stopped falling and are rising also, but not as fast as the Rails. The patterns within certain groups are changing. For example, the automobile finance company shares after having been laggards for over a year have now reversed their trend and have been making new highs.

Without laboring the point we might conclude that past juxtaposition of various shares is hardly a guide to the future. To look back is of interest but it affords no clues as to what may happen from here on in. No rule of thumb or formula is at hand; the problem of investment is as always one of the present and each commitment not only must be considered separately but must stand on its own feet.



Southern Pacific's modern diesel luxury-liner, the "Sunset Limited," is shown entering Texas from the west across the Rio Grande Bridge at El Paso.

Southern Pacific Celebrates 100 Years

On May 17, 1851 a young surveyor set up his transit at a point near the confluence of Brays and Buffalo Bayous in the small town of Harrisburg, Texas, excited at the prospect of laying out the route of the first railroad in Texas and the Southwest. The young man was John A. Williams, chief engineer and superintendent of the then newly founded Buffalo Bayou, Brazos and Colorado Railway Company, and he was there due to the efforts of such men as Andrew Briscoe, Lewis Birdsall Harris, J. P. Borden, General Sidney Sherman, Hugh McLeod, John Grant Tod, John Angier, Jonathan F. Barrett, Elisha H. Allen, William Marsh Rice, William A. Van Alstyne, James H. Stevens, B. A. Shepherd and William Hutchins. The job that he had been assigned marked the end of a struggle, to establish railroad transportation in the area, that dated back to 1836, and while he and the men of vision who employed him could not possibly foresee what their work would lead to, this job also marked the beginning of what is now the vast transportation system, comprising nearly 15,000 miles of main line trackage, that is known as the Southern Pacific System.

The BBB&C completed its first twenty miles of track on August 22, 1853, and by January 30, 1856 it had established a terminus at what was to become the town of Richmond. Despite the uncertainty of the times brought about by the first rumblings of the great storm that was to engulf the entire country in a few more years, the railroad made progress. By June 12, 1860 the 75th milestone had been added to the little line.

When the War finally came the railroad was forced to abandon any further attempts to extend its trackage. In April of 1861 the road had been extended to a point 80 miles and 617 feet from Harrisburg, its eastern terminus. It had taken

eight long years of hard work to build eighty miles of line, and the cost had run as high as \$20,000 per mile.

After the Civil War everything possible was done to put the road back in business again. The president at that time, Mr. Barrett, called to his aid for legal assistance Edward Pinckney Hill, a young attorney in Houston. As a result of this association an amendment to the charter of the BBB&C was passed. By this amendment the name of the railroad was changed to the Galveston, Harrisburg & San Antonio Railway Company, a name that occupied prominent place in the railroad history of Texas for more than a half century following.

Barrett brought new financial aid on his return. Thomas W. Peirce, a Boston merchant, furnished the money to rehabilitate the road and extend it to San Antonio, which city it entered on February 5, 1877.

Difficulty would probably have been encountered in financing the building of the long stretch of line from San Antonio to El Paso, and, but for a happy circumstance that occurred at that time, the road might never have been extended. Collis P. Huntington, the great colossus of Southern Pacific, and his associates had built east as far as El Paso. He made a deal with Peirce to connect the line at El Paso with the line at San Antonio, and on January 12, 1883, at a point 2½ miles west of the original Pecos River bridge, the two great lines joined.

A few years before this event, the Texas and New Orleans Railroad Company had made a connection with the New Orleans, Opelousas and Great Western, and on July 1, 1881, the first through train made its way between New Orleans and Houston.

The great event of 1883, therefore, meant more than the connecting of two

railroad lines in Texas. It meant that the great transcontinental line from New Orleans to San Francisco was completed, and that the Southern Pacific System had come of age.

Today, the vast chain comprising the Southern Pacific System, whose oldest link was forged in Texas by the pioneers of the BBB&C back in the cradle of transportation history, has emerged from the furnace of time with the temper of maturity.

It has made major contributions to the winning of two World Wars, it has survived country-wide depressions, and it has overcome the ravages of the disasters of nature without ever having gone through receivership and without ever having defaulted on a financial obligation.

World War II brought the company, as it did to other railroads, the greatest transportation job in all history. Strategically situated on the front line of supply with more than 15,000 miles of lines serving ports of the Pacific and Gulf of Mexico, and with more military and naval establishments on its lines than on any other railroad in the country, and with the mounting production from hundreds of huge aircraft, shipyard and other war industries continually swelling its traffic load, Southern Pacific and its affiliated companies felt the impact of the war from the very outset.

Continuing in the tradition of progressive railroading maintained since the first link in the system was forged in 1851, Southern Pacific emerged from the straining efforts and huge accomplishments of the war years to turn its face to the future. Since the end of World War II, SP has embarked on a vast improvement program, totaling more than \$300 million for new rolling stock and equipment.

CONSTRUCTION



New plant built on U. S. Highway 77, nine miles from downtown Dallas, Texas, by John Deere Plow Company.

August Awards Total \$365,078,000

By S. A. Lauver
News Editor

SOUTHERN construction in the first eight months of the current year totals \$4,467,913,000, or sixty-three per cent larger than the value placed on awards below the Mason and Dixon line in the comparable period of 1950. In fact, the total is greater than the \$4,369,150,000 for the entire twelve months of last year.

Value of projects reaching the contract stage during August, as reported in the MANUFACTURERS RECORD's daily construction bulletin, was \$365,078,000, this below one-half of the aggregate reported for the preceding month but slightly more than the \$361,424,000 recorded in the same month of 1950.

The eight-month figure embraces \$2,082,328,000 for industrial projects; \$745,723,000 for private building; \$637,384,000 for engineering or heavy construction; \$610,983,000 for public building, and \$391,495,000 for highways and bridges. All but

private building represent increases over figures prevailing in the previous year's first eight months.

Industrial construction, with its \$2,082,328,000 figure for the eight months, is more than three times the total for such work in the comparable period of 1950. Many large projects have been initiated during the current year, several in the multi-million-dollar category being announced last month.

Private building totals are beginning to reflect the effects of restrictions and regulations. The total for the eight months is \$745,723,000, or thirteen per cent short of the aggregate for such work at this time last year.

Residential construction, as has been generally true for many years, accounted for the largest proportion, or eighty-two per cent, of the private building total. The percentage for the first eight months of

1950 was seventy-four. The \$609,840,000 total for such work represented a decline of approximately five per cent.

Other elements in the private building figure are the \$52,730,000 for assembly buildings, including churches and theaters, the latter one of the types drastically restricted under federal rules; \$41,967,000 for office building, and \$41,186,000 for commercial building, also a restricted field. All show declines.

Southern construction contracts in August were the reverse of the situation at the end of July, when the total was more than twice the figure for the preceding month. In August, the total was less than one-half of the \$755,717,000 total for July. Two categories—highways and bridges, and public building—were stronger in August than in the preceding month. The others showed lower totals.

The \$365,078,000 figure tabulated in August included \$104,057,000 for industrial projects; \$98,780,000 for public building; \$56,549,000 for heavy engineering type construction; \$53,090,000 for private building, and \$52,602,000 for highways and bridges.

Industrial construction, as reported in the daily construction bulletin, was down fifty per cent. Several large projects, including a Davison Chemical plant near Lake Charles, La., were in the news during the month. Other projects are in the offing, if reports on defense production certificates of necessity are a harbinger.

Private building's \$53,090,000 for August was made up of \$38,686,000 for residential work; \$6,380,000 for assembly buildings; \$4,916,000 for commercial projects, and \$3,108,000 for office building. Rises of fifty-seven per cent in commercial building; or nineteen per cent in office building, and eighty-seven per cent in commercial building were noted. Residential construction, however, was down drastically from the \$155,712,000 of July.

SOUTH'S CONSTRUCTION BY STATES

	August, 1951		
	Contracts Awarded	Contracts to be Awarded	Contracts Awarded First Eight Months
Alabama	\$ 28,514,000	\$ 82,385,000	\$ 243,617,000
Arkansas	2,200,000	1,000,000	1,000,000
Dist. of Col.	10,146,000	9,832,000	30,276,000
Florida	59,702,000	160,872,000	362,569,000
Georgia	23,194,000	194,620,000	149,931,000
Kentucky	26,065,000	117,254,000	450,808,000
Louisiana	10,958,000	85,057,000	329,958,000
Maryland	40,080,000	355,807,000	318,614,000
Mississippi	6,166,000	46,403,000	127,766,000
Missouri	7,273,000	65,411,000	133,048,000
N. Carolina	23,100,000	111,429,000	92,653,000
Oklahoma	7,250,000	129,874,000	61,469,000
S. Carolina	10,640,000	66,761,000	474,602,000
Tennessee	25,382,000	63,966,000	180,368,000
Texas	52,594,000	521,297,000	891,796,000
Virginia	25,310,000	235,809,000	254,658,000
W. Virginia	2,230,000	7,040,000	47,021,000
TOTAL	\$365,078,000	\$2,390,638,000	\$1,467,913,000
			\$2,726,468,000

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CONSTRUCTION

Public building's \$98,780,000 total represented a rise of twenty-seven per cent over the \$77,298,000 figure for July. The total included \$29,930,000 for school building, this an increase of twenty per cent. Other government building totaled \$68,850,000, and was thirty-one per cent ahead of its July counterpart.

Heavy engineering type construction showed a decided drop. Its total was \$56,549,000, as compared with the \$220,048,000 in July. The entire decline was in the dams - drainage - earthwork - airport classification. In August this was \$30,121,000; in July, \$208,346,000.

The other two classifications in the engineering construction category showed rises. Federal electric construction with its total of \$7,208,000 was up forty-six per cent; sewer and water work, total \$19,220,000, was up one hundred eighty-four per cent.

Highways and bridges in August showed a slightly increased valuation. The total amounted to \$52,602,000. In July it was \$52,300,000. A number of southern states held important lettings. Included were North Carolina, Maryland, Missouri, Oklahoma, South Carolina, Virginia and Texas.

The National Production Authority early last month revoked its Order M-4 and issued new regulations to tighten controls over larger building projects and to remove the necessity to apply for permission to begin construction or to get allotments of materials for buildings or other projects using relatively small amounts of steel, copper and aluminum.

N.P.A. officials regard the change as "something of a relaxation of controls." If work can be started and finished without the use of those three controlled materials, no control of any kind is imposed and no type of authorization is required. If construction will require only certain small quantities, except for recreational, entertainment or amusement projects, a "self-authorization" procedure is allowed.

The new order is known as M-4A. Generally, its purpose is to control any type of construction which requires the use of more than two tons of carbon steel, 200 pounds of copper and any quantity of aluminum, alloy steel or stainless steel. Authorizations to proceed and allotments of materials are required for most other projects, although industrial work is allowed in somewhat larger amounts of steel and some copper.

Three types of construction are exempt from the general provisions of Order M-4A. These are already subject to special National Production Authority rules. They are electric power generating facilities, covered by Order M-50; petroleum and gas producing, processing, refining and distributing facilities, subject to Order M-46B, and operating construction connected with communications system, already regulated under Order M-77.

No recreational construction is permitted, if the building, structure or product will use more than the limitation on carbon steel, copper and aluminum, the three controlled materials. However, exceptions may be made if "the public interest is prejudiced by the application

SOUTH'S CONSTRUCTION BY TYPES

	August, 1951	Contracts Awarded	Contracts to be Awarded	Contracts Awarded First Eight Months 1951	Contracts Awarded First Eight Months 1950
PRIVATE BUILDING					
Assembly (Churches, Theatres, Auditoriums, Fraternal)	\$6,380,000	\$6,986,000	\$52,730,000	\$85,634,000	
Commercial (Stores, Restaurants, Filling Stations, Garages)	4,916,000	2,368,000	41,186,000	78,761,000	
Residential (Apartments, Hotels, Dwellings)	36,886,000	16,357,000	600,540,000	628,662,000	
Office	5,108,000	3,155,000	41,967,000	55,615,000	
	\$55,000,000	\$28,368,000	\$745,723,000	\$858,672,000	
INDUSTRIAL PUBLIC BUILDING					
City, County, State, Federal and Hospitals	\$104,057,000	\$34,006,000	\$2,082,328,000	\$622,341,000	
Schools	28,850,000	\$1,556,982,000	\$336,668,000	\$248,215,000	
	29,838,000	49,502,000	274,315,000	257,218,000	
	\$86,786,000	\$1,606,484,000	\$610,983,000	\$505,451,000	
ENGINEERING					
Dams, Drainage, Earthwork, Airports	\$30,121,000	\$113,515,000	\$491,793,000	\$165,355,000	
Federal, County, Municipal Electric	7,208,000	6,205,000	38,337,000	\$2,820,000	
Sewers and Waterworks	19,220,000	61,284,000	107,234,000	91,922,000	
	\$56,549,000	\$181,004,000	\$627,384,000	\$350,097,000	
ROADS, STREETS, BRIDGES					
	\$52,602,000	\$40,275,000	\$391,495,000	\$389,867,000	
TOTAL					
	\$365,078,000	\$2,390,638,000	\$4,467,913,000	\$2,726,406,000	

of any provision" of Order M-4A.

Under an amended Controlled Materials Plan Regulation 6, no person may continue construction already commenced or start construction unless he has received an authorized construction schedule and a related allotment of controlled materials. Such authorization is applied for on C. M. P. Form 4C, which must be filed by the prime contractor with the appropriate claimant agency or industry division."

The regulation prohibits any owner or prime contractor who has received an authorized construction schedule from obtaining any material or product needed for its completion except by use of the related allotment symbol or defense order rating. "This means," say N.P.A. officials, "that purchase of material over and above the amounts specifically authorized is prohibited."

Direction No. 1 to C.M.P. Regulation 6 establishes the procedure under which controlled material orders and defense rated orders may be placed for delivery after September 30, only where the total requirements do not exceed specified quantities. No priority assistance for materials will be made available, however, for delivery before October 1.

The types of construction for which the "self-authorization" procedure may be used are:

Industrial plants, where use of controlled materials is limited to 25 tons of carbon and alloy steel, including structural steel; 2,000 pounds of copper and copper-base alloys and 1,000 pounds of aluminum;

Residential construction of from one to four-dwelling units per structure, where controlled material used is lim-

ited to from 1,800 to 6,500 pounds of carbon steel, excluding structural, and 35 to 575 pounds of copper and copper-base alloys; no structural steel, alloy steel and stainless steel and aluminum use is permitted;

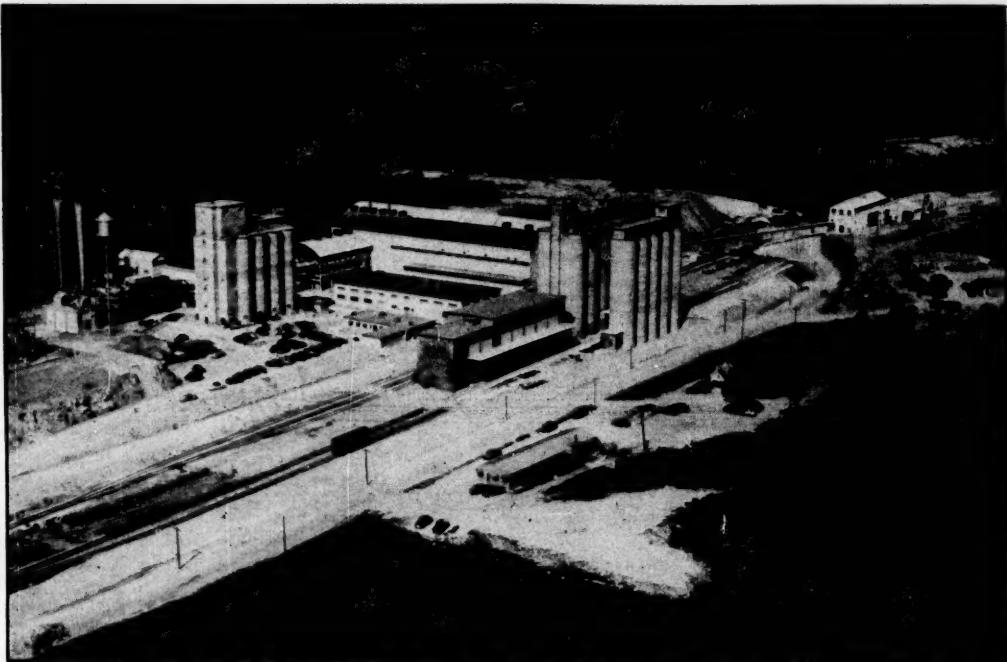
Recreational buildings and multi-unit residential structures are not allowed any of the controlled materials, there being no provision for such projects under the "self-authorization" procedure.

Under the new regulations, construction applications are to be processed for the time being in Washington, not in the Department of Commerce field offices. A number of federal agencies have been delegated to process applications, make allotments and assign ratings.

These agencies include: Federal Security Agency; Veterans Administration; Agriculture, Interior, Defense and Commerce Departments; Housing and Home Finance Agency; Atomic Energy Commission; National Advisory Committee for Aeronautics; Bureau of Public Roads; General Services Administration, and the defense electric power and petroleum administrations.

Later in the month the National Production Authority established what it described as the criteria for determining whether or not construction authorization might be granted and materials allotted. The controlling factor is to be "relative essentiality."

"No non-essential construction which can be postponed will receive allotments for the fourth quarter, and no commercial construction will get fourth-quarter allotments, unless the denial will adversely affect public health, safety or welfare," according to the National Production Authority.



Air view of the Lone Star Cement plant at Lone Star, Va., a station on the Norfolk and Western Railway, near Roanoke. The new plant will shortly be producing at the rate of about 4,000 barrels a day.

Cement, Paper Industries Emphasize Southern Expansion

By Sidney Fish
Industrial Analyst

TWO major industries — cement and paper—are putting emphasis on their expansion in the South. Cement is choosing the South for the most important part of its expansion program because of the industrial growth of the area, and the new markets for cement in factories, roads, public works, homes and farms. The pulp and paper industry has another reason for Southern expansion: It finds in the South great reserves of forests—a natural tree farm—that it needs to supply future demands.

In recent years, the capacity of the cement industry—running close to 250 million barrels a year—has been well engaged, and at times there has been a shortage in certain areas. This has necessitated an expansion program. With freight charges sharply higher than in former years, it has been deemed essential to place the new capacity nearest to the new expanding markets for cement.

This has meant Southern expansion.

Cement—significance of expansion in South—Of a total increase in capacity of 8 to 10 million barrels for the entire cement industry that has been projected, it is estimated that about 40 per cent is being located in the South—a proportion that is about double what would be expected in view of the distribution of population and industry in the South, compared with other parts of the country. In some cases, existing Southern cement plants are being enlarged. But in others, entirely new cement plants are being built, to meet the demand in growing areas.

The aggressive expansion of cement capacity in the South is especially significant, in view of the low turnover rate obtained on capital invested in this industry, which makes it difficult to obtain an attractive yield on money invested. Investors in new cement

capacity are likely to obtain a sales turnover on their capital of not more than once in two and one-half years. Wherever possible, therefore, cement producers expand existing plants, since the amount of capital thus required per barrel of new capacity is much lower than for entirely new plants.

Among the major cement expansion programs in the South are the following:

Lone Star Cement Corporation has just built a new plant at Lone Star, near Roanoke, Va., at a cost of \$9 million. The capacity of this plant is 1½ million barrels per year. Lone Star is also completing a new plant at Maryneal, near Sweetwater, Texas, to cost \$8 million. These plants will serve territories where the demand has greatly exceeded the supply, and where future military requirements will be heavy, according to R. A. Hummel, President of Lone Star. Certificates of necessity for accelerated amortization under the Defense Act have been filed by Lone Star and other cement companies with the Government, to cover the new plants. Nearly all of Lone Star's new United States capacity is in the South. Lone Star's new Virginia plant embodies the latest developments in the art of cement manufacture. The plant is now being readied for full-scale production and within a short time will be producing cement at the rate of approximately 4,000 barrels a day.

Daily Raw Material Requirements—The new plant at Lone Star will utilize about 1500 tons of raw materials daily. Three hundred pounds of explosives will be used each day in quarrying the raw materials. It takes about 150 tons of coal a day to fire the two huge rotary kilns, each 340 ft. long and 10 ft. wide, which are among the largest pieces of moving machinery in the world. To operate the massive machinery requires 75,000 k.w. hours daily, enough electrical energy to light the homes of a good-sized city.

The new plant was built by the Walsh Construction Company and the Ralph E. Mills Company. The silos were erected by Macdonald Engineering Company. To provide access to the plant, the Walsh Construction Company also built the railroad line running from Cloverdale to the plant, which is now part of the Norfolk & Western Railway.

Lehigh Portland Cement Company has increased the capacity of its Fordwick, Va., plant from 1,100,000 barrels to 1,600,000 barrels a year, according to Joseph S. Young, President.

In addition, the company now has under construction a new cement plant near Bunnell, Florida, to take care of the greatly enlarged Florida market. When completed late in 1952, this plant will have an annual capacity of 1,400,000 barrels. Of a total increase in Lehigh's capacity of 3,100,000 barrels, to be completed by next year, 1,900,000 barrels of capacity will be in the South. The company is also considering building 1 million barrels of capacity in Minnesota.

Giant Portland Cement Company is expanding its plant at Harleyville, South Carolina, to produce an additional 1,000,000 barrels a year, according to John S. Philbrick, President.

Marquette Cement Manufacturing Company is well along in the building of a big new cement plant near Brandon, Miss.

Ideal Cement Company believes that in spite of increased production, certain areas including the South, are not getting enough cement to take care of their requirements. The company has therefore gone ahead with a big new plant at Baton Rouge, where hitherto no cement has been manufactured.

Halliburton Portland Cement Company last year completed a new cement plant at Corpus Christi, Texas. Since then, the capacity of that plant has been increased by numerous improvements in materials handling, etc.

Volunteer Portland Cement Co., Knoxville, Tenn., has completed an expansion program which has increased its capacity from 1.4 million barrels to 2 million barrels a year.

Penn-Dixie Cement Corporation has added new kilns at its Kingsport, Tenn., plant which has added about 500,000 barrels of capacity.

General Portland Cement has stepped up its capacity 2,285,000 barrels at Hockers Point, Florida, Chattanooga, Eagle Ford, Texas, Fort Worth and Houston, since 1946. It is now adding additional capacity at Eagle Ford (Dallas).

Louisville Cement Company is also adding capacity.

What's behind it? — The industrial growth of the South is the chief factor in the concentration of so much of the cement industry's expansion in this area. Other important factors are the development of new oil producing areas, the improved economic position of the Southern farmer, which results in much new construction of silos and other farm buildings; increased use of autos and trucks, which is speeding up new road projects; the fact that a large part of the defense program is located in the South and many others. New uses for cement, moreover, have been steadily widening the national market.

Pulp and paper—Equally impressive is the expansion program of the pulp and paper industry in the South, which should total well over \$100 million in the next few years. It is estimated that 80 per cent of the money that is being devoted by the paper industry to new plants in this country is being spent in the South. Here industry will find the raw materials for the multi-wall bags, and corrugated paperboard boxes that are needed for packaging civilian products and the implements of war.

This unusually rapid growth of the cement and paper industries illustrates how the South's economy is rapidly being diversified with new industries. It is estimated that the South now realizes an annual income of \$2.3 billions from its forests and forest products. The South is going to play an increasingly important part in the nation's pulp and paper needs because the favorable climate stimulates new tree growth and permits the harvesting of tree crops two to four times as rapidly as in northern regions. Realizing their advantage in climate, Southern farmers are paying more attention to the potentialities of a tree crop that is planted and cared for like other farm crops. In the past, the rich tree resources were often wasted. Southern farmers have been known to burn their forests to facilitate using the land for grazing. That error is rapidly being eliminated.

To encourage tree farming, many Southern banks are helping to finance the distribution of tree seedlings.

Union Bag and Paper Company, which operates the largest kraft paper mill in the world at Savannah, employing 5,000 workers, recently announced plans for a \$16 million expansion program. It is adding a new paper machine and in addition is installing equipment for the manufacture of semi-chemical pulp through the use of gum and hardwood trees.

The making of semi-chemical pulp with hardwoods as the basic material will lend new balance to the South's forest industries. In this way new markets will be opened for hardwoods, and the growth of pine trees will be aided by the removal of the hardwood trees.

Other large new paper projects which have been announced include a new \$21 million paper board plant, to be built by

the Mead Corporation at Rome, Ga.; a new \$23 million kraft paper plant, to be built by the **National Container Corporation** at Valdosta, Ga.; a \$21 million plant to be built by **Buckey Cotton Oil Company** at Perry, Florida, to make cellulose from woodpulp. In addition, **Trinity Bag & Paper Co.**, has bought a 30 acre site for a paper bag plant at Yulee, Fla.

The St. Regis Company has announced a big expansion program at Jacksonville, Florida. New interests are also investigating sites for newsprint mills in East Tennessee possibly on land held by the Tennessee Valley Authority. Two big newsprint mills have been opened in the South since the war, one in Alabama and the other in Texas. It is likely that others will be built, to take care of the growing needs of Southern publishers.

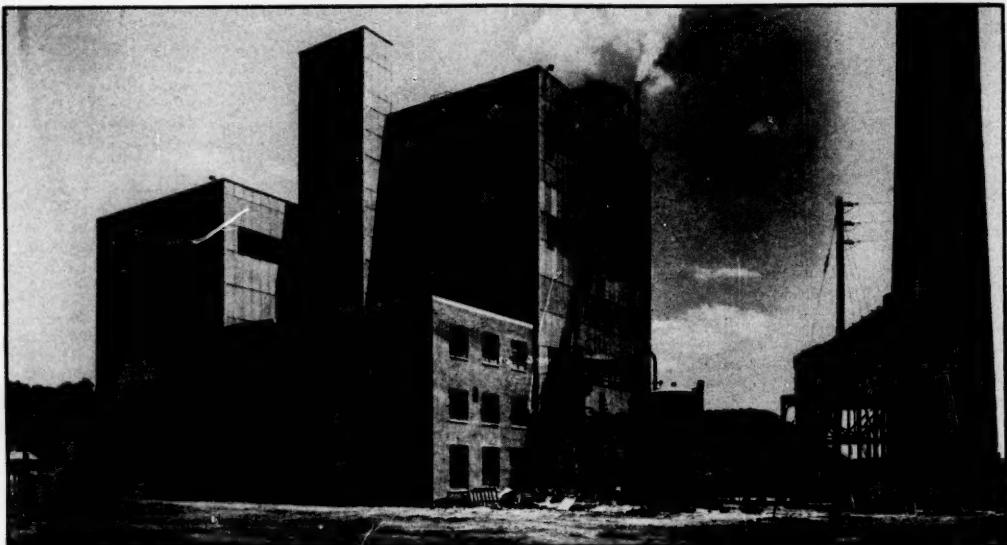
Important contributing factors — The policy, announced recently by President Truman, of granting preference to new facilities which aid the geographical distribution of industry will help the South in getting some new industries. This step, taken in the interests of national defense, stresses the importance of making our key plants less vulnerable to attack. By distributing them over wider areas, it will become harder to knock out any large group of producers in any one industry.

Plants which qualify under the principles of decentralization will find it easier to obtain certificates of necessity for accelerated amortization. These certificates permit recipients to write off the cost of new facilities in five years, instead of in 15 or 20 years.

From the long range standpoint, however, high freight costs are an even more important factor in encouraging industries to locate new plants in the South. It has become less and less wise to expand existing plants in the North, in order to take care of Southern demand. Ultimately a competitive period will be reached when the Northern company attempting to sell in the Southern market will find that he is unable to meet the prices of Southern producers, owing to the freight factor.

Congress has been showing increased interest in a measure for legalizing freight absorption, to permit mills to meet competition, provided that such absorption is done in good faith and does not involve collusive pricing. But if such a measure is passed, there is little likelihood that freight absorption will again be practiced on the scale witnessed in former years. It would be uneconomical for some producers to ship cement or steel from Pittsburgh or Chicago to the South, and thus incur high freight charges.

Hence, mills now being built or already located in the South no longer need fear vigorous competition from the north in such basic materials as steel, cement and chemicals. The freight differential of several dollars a ton—double prewar levels—is an effective barrier to cut-throat competition from non-Southern mills.



Plant Sweat, Mississippi Power Company's huge new high pressure steam electric generating plant near Meridian.

Mississippi Power Pushes Expansion Program

EARLIER this summer Mayor Lawrence Paine of Meridian, Mississippi, turned a valve which set in motion the mighty generator on full load commercial operation at Plant Sweat, Mississippi Power Company's new steam electric generating plant near Meridian. The low hum of the turbo-generator was the only indication that an additional 58,000 horsepower of electrical generating capacity was at work.

Plant Sweat is the largest single construction job ever completed in the Meridian area. Work was started in October 1949 when Governor Wright turned the first spade of earth at the ground breaking ceremonies. At that time he referred to the plant as "A symbol of the faith which a private industry has in the future of Mississippi through the expansion of its facilities" and "One of the highlights of the industrial development of our state."

The new plant is a part of Mississippi Power Company's construction program which has been moving at an accelerated rate since early in 1945. Other major projects include 90,000 horsepower of generating capacity at Plant Eaton and a 107 mile 110,000 volt transmission line between the two plants by way of Newton. This provides a second 110,000 volt tie-in, assuring maximum continuity of service.

Plant Sweat generates electricity at 13,800 volts and this is stepped up to 110,000 volts in the plant substation for transmission to the farms, homes, businesses and industries of southeast Mis-

sissippi. All communities served by the company are connected to Plant Sweat through a high voltage interconnected transmission network.

Construction of a second 58,000 horsepower generating unit at this plant is already underway. The additional duplication of the first one. Materials have been on order for some time and it is expected that the additional unit will be completed in early 1953.

This plant is one of eight plants to be built on The Southern Company system during 1951-54. These plants will provide an additional one million kilowatts of generating capacity during that time. All operating companies of The Southern Company are interconnected by high voltage transmission lines.

Plant Sweat, like Mississippi Power Company's other modern installation, Plant Eaton, is a gas fired high pressure, steam electric generating plant. However, unlike Plant Eaton, it is built entirely above ground level. The first major phase of construction was the driving of more than 700 ten inch steel pipe pilings. These were then filled with concrete. Average depth of the pilings is approximately forty feet although some were driven as much as seventy-five feet.

These pilings support the base slab, a tremendous concrete slab three feet thick upon which the massive building is constructed. More than 2,000 cubic yards of concrete were required for the base slab. From the base slab the building towers 113 feet into the air, equivalent to a ten story building. Added to this is

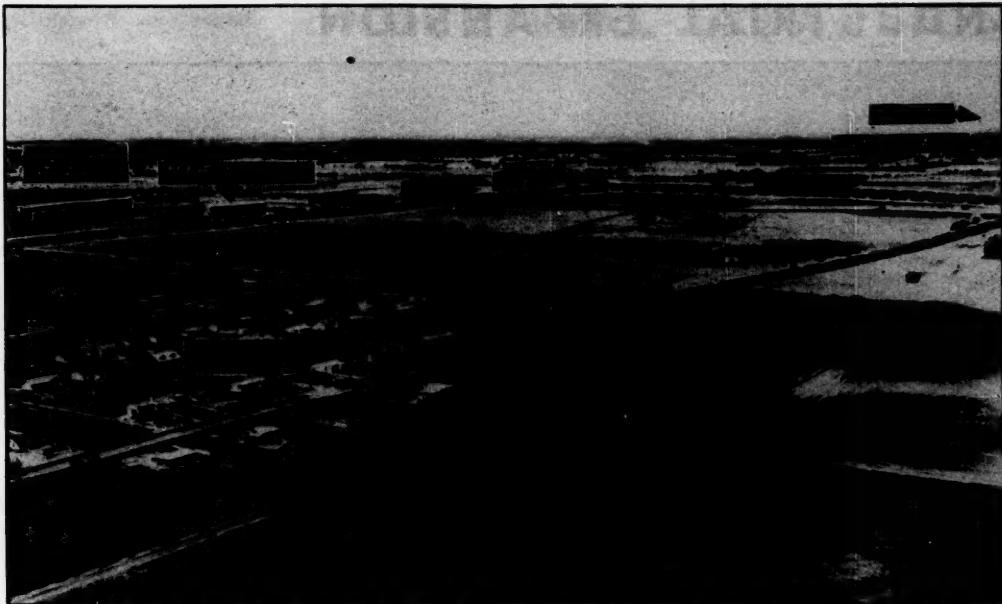
a penthouse, housing a stair well and an elevator shaft, which will bring the total height to approximately 140 feet. The building is rectangular with the outside dimensions being 114 feet by 143 feet, with an electrical room on one side 35 feet by 28 feet.

Other structures in connection with the plant are: A cooling tower with a 30,000 gallon reservoir, a 20,000 barrel capacity fuel oil storage tank, a 15,000 gallon lighter oil fuel tank and several smaller tanks.

All water used for the plant is obtained from deep wells drilled to a depth of approximately one thousand feet. With the plant running at capacity almost 50 million gallons of water are used for cooling purposes in a 24 hour period. The cooling tower, of course, allows this water to be used again and again with little loss.

The tremendous, highly efficient boiler of this plant, consumes over 13 million cubic feet of gas in a 24 hour period. Steam, heated to 900 degrees Fahrenheit, enters the turbine at a pressure of 850 pounds per square inch. After it has passed through the turbine, its heat is only approximately 100 degrees. During its passage it has rotated the generator at a speed of 3600 revolutions per minute and approximately 1,000,000 KWH of electricity can be generated during each 24 hour period.

Approximately two years were required for construction of this massive plant, and more than 70,000 man days of labor.



Airview, looking northeast, shows the 225-acre tract purchased by the General Motors Corporation's Buick-Oldsmobile-Pontiac Division for the location of a new plant.

General Motors Buys Plant Site in Dallas-Fort Worth Area

General Motors Corporation announced early last month that it had purchased a 225 acre tract on the eastern edge of the city of Arlington, Texas. Arlington lies in Tarrant County on the road between Dallas and Fort Worth, and closer to the latter. This tract will be the site for a plant for GM's Buick-Oldsmobile-Pontiac Division.

According to the announcement, made by Thomas Groehn of General Motors, construction will depend upon the availability of materials.

The area selected for the plant was recently annexed by Arlington. It is bounded on one side by double tracks of the Texas & Pacific Railway and by U. S. Route 80. Broad highways bound two of the remaining three sides, with the one remaining boundary a new residential section.

The official announcement of the purchase said:

"The Buick-Oldsmobile-Pontiac Division of General Motors Corporation today (Aug. 4) announced the acquisition of a 225 acre site between Fort Worth and Dallas, Texas, for a possible future manufacturing and assembly operation.

"The land lies in Tarrant County at the eastern edge of the City of Arlington on U. S. Highway 80, adjacent to the Texas & Pacific railroad line.

"John F. Gordon, vice president and group executive in charge of body hard-

ware and assembly divisions, stated that future plans for use of the property depend upon availability of materials for construction."

Locally, the announcement of General Motors plan was termed "a milestone in the industrial development of Tarrant County," by Berl E. Godfrey, president of the Fort Worth Chamber of Commerce.

"We have all worked a long time for this," he said, "and it will furnish an impetus in the post-war era comparable to the location of Convair here in the pre-World War II period. An industrial facility of this type will do much toward rounding out the economy of this area."

Arlington's mayor, 25-year-old Tommy Vandergriff, who had worked on the project stated that the city had agreed to furnish a new general motors plant with 1,000,000 gallons of water daily. In order to do this, the city will have to drill one more well. A six inch line already in use in the area will be replaced with an eight inch line.

Arlington's new planning commission will be asked to zone all of the land in the area as industrial sites. The mayor stated further that "it would be impossible to express our delight and pride that such a giant of industry as General Motors Corporation has seen fit to establish an important branch of its operations in Arlington."

"Today marks the culmination of the work of many people whose efforts have been so constant in securing realization of this, our fondest dream. Many have worked for this for fifteen years. All who have cooperated in this undertaking are to be commended. The Fort Worth-Dallas area owes much to them," the mayor declared.

As far back as 1935 a brief, prepared by the *Fort Worth Star-Telegram*, had been presented to General Motors, and the corporation had been invited to build a plant in the area. Ten years later another brief was presented, this one prepared by the *Fort Worth Chamber of Commerce*.

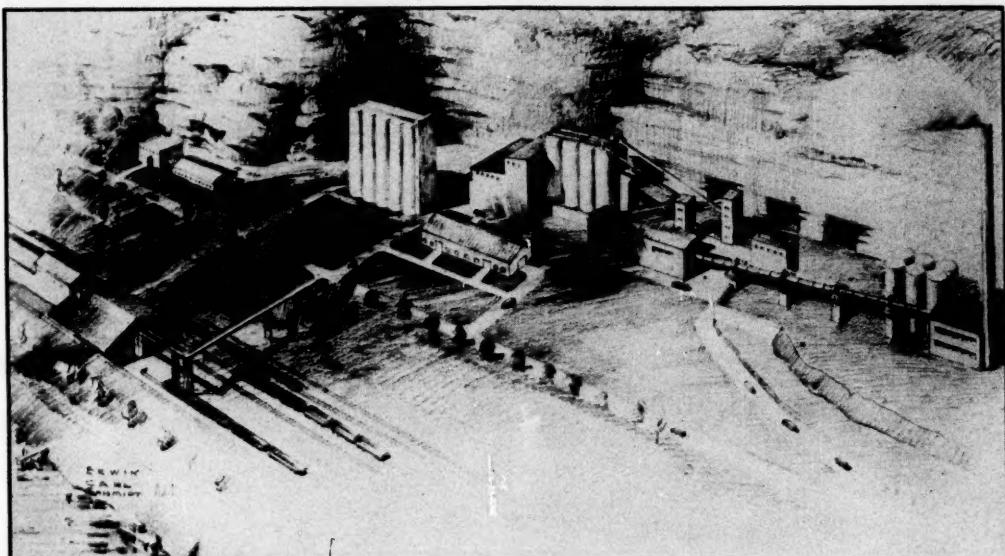
On December 8, 1950 William Holden, Executive Vice President of the Chamber of Commerce, and Amon Carter, publisher, *Fort Worth Star-Telegram*, flew to Detroit to submit still another brief to the corporation's executives.

This last brief pointed out the proximity of greater Fort Worth International Airport to the proposed site, and the cheaper freight rates on new car deliveries from Fort Worth as compared with Los Angeles, Kansas, St. Louis and Atlanta.

The brief also pointed out the growth in Fort Worth's labor force from 97,000 to 152,000 in the ten year period from 1940 to 1950.

Mayor Vandergriff summed up the feelings of the people of the area when he said: "There can be no more impressive expression of faith in the future of this midway area than the fact that General Motors is aware of our immense possibilities."

INDUSTRIAL EXPANSION



IN MISSOURI

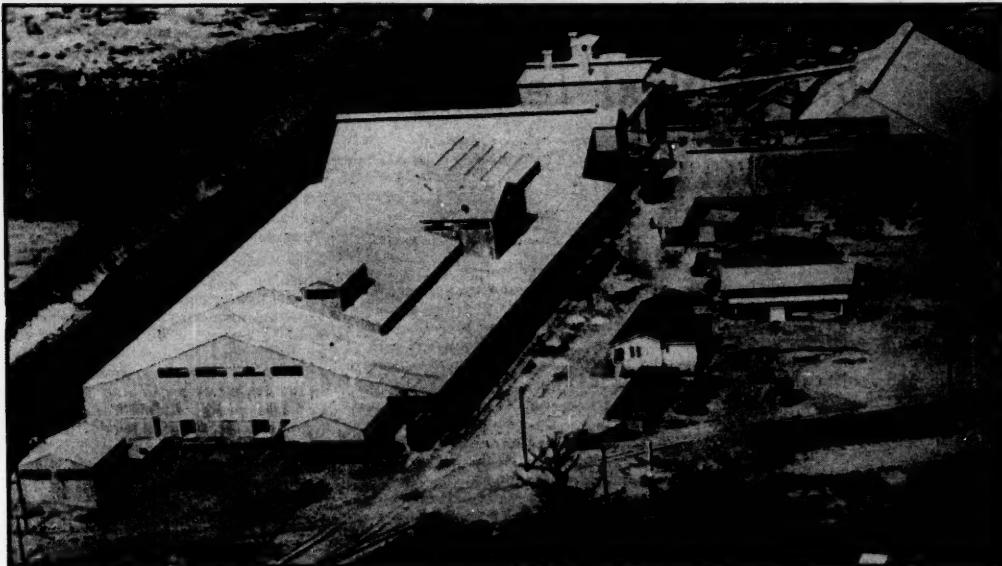
Missouri Portland Cement Co., will construct this "push button" plant, costing several million dollars, near Sugar Creek. Largely automatic, the plant when completed next year will double present plant capacity of 100,000 barrels of cement a month.



IN SOUTH CAROLINA

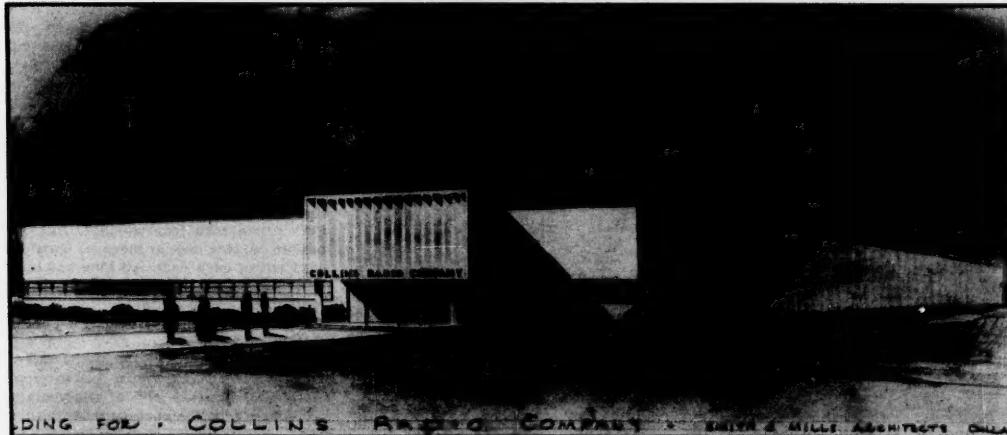
Ground has been broken for the construction of the new \$2,000,000 rayon weaving mill for Peerless Mills Co. at Belton. The 100,000 sq. ft. building will be of one story construction with steel frame and jumbo brick walls. Daniel Construction Co., Contractors.

INDUSTRIAL EXPANSION



IN ARKANSAS

Construction of a plant food mixing building, two buildings for bulk storage, a warehouse for bags and a locker building has been completed at International Minerals & Chemical Corp. fertilizer plant at Texarkana. The new facilities will up production about 50 percent.



IN TEXAS

Collins Radio Co., has announced plans for the erection of a \$1,000,000 manufacturing and assembly plant near Dallas. Completion of the plant is expected around the first of the year. It will contain approximately 60,000 sq. ft. of floor space.

A DISCUSSION OF—

Coal's Possibilities In the Next Ten Years

By Joseph Pursglove, Jr.

Vice President

Research and Development
Pittsburgh Consolidation Coal Co.

SINCE the end of World War II there has been a great deal of discussion in the public and technical press about sources of future energy requirements for these growing United States. These discussions always lead to a secondary discussion about the availability in U. S. reserves of the three primary sources: coal, petroleum and natural gas. A third discussion then follows about world wide reserves of petroleum, and how these reserves can be used by U. S. oil companies to make up deficiencies in U. S. petroleum reserves and production whenever needed.

In view of the many and varied statements made on the subject, which, for the most part, have originated with the U. S. Bureau of Mines, the oil companies and the gas companies, in an effort to help their own situation at a particular time, and because the coal industry has said comparatively little on the subject, the layman has naturally received a complex and confused picture of the situation.

Facts and Figures — In an effort to orient the reader I would like to set forth what I believe to be a fair appraisal of coal's opportunities over the next ten years. In order to do this we should first take a look at present U. S. recoverable reserves of mineral sources.

Present estimated proved reserves of petroleum and other natural liquids are...about 29 billion barrels

Present rate of U. S. consumption per year...over 2.4 billion barrels

Present estimated proved gas reserves.....185-trillion cu. ft.

Present rate of U. S. consumption and loss per year of gas.....

over 7.5-trillion cu. ft.

Present estimated recoverable reserves of coal

enough to last over 1000 years

Present U. S. consumption per yeararound 550-million tons per year

In terms of U. S. reserves of BTU's (or heat units) still remaining in the ground,

Coal represents...about 96% of the reserves

Petroleum2% of the reserves

and

Natural Gas2% of the reserves

Petroleum production in this country has increased 60% during the last ten years. Natural gas consumption has in-

creased 2½ times during the past ten years. It is estimated by gas men that its use may double or triple again by 1960. Coal production at present is about the same as the annual average rate of the past ten years, and might increase 20% in the next ten years.

Trend Reversal—I hope that this re-
tention of reserves and consumption figures has made this one most important point abundantly clear. We are using up our scarce mineral fuel reserves (oil and gas) at a faster and faster rate. It is only a matter of time before a reversal of some kind in this trend must take place. The \$64 questions are: what year or decade will the reversal occur, and will it be a gradual or sudden change?

When and How?—We are apparently involved in years of world tension, if not World Wars. It, therefore, is unrealistic to plan on "normal" peacetime years ahead. This period of tension and/or wars will place increasing strains on our domestic reserves of both petroleum and natural gas. In times of great demand during world-wide tensions, the various State conservation agencies agree to an opening of the valves. If it's necessary to waste cheap gas to produce essential and higher priced petroleum, the gas will be wasted. If increased withdrawals from certain oil pools are necessary to save the country, these withdrawals will be made even though the life of the pool is materially shortened. It appears, then, that the more years of tension, the sooner the year will arrive when a general reversal in fuel uses will have to take place. Furthermore, the demand for liquid and gaseous fuels during these periods increases by leaps and bounds and they will be withdrawn from any present-day uses where coal can be substituted. We are already witnessing what one might call a small reversal in trends because many oil consumers are now transferring back to coal. This trend will continue and will grow as long as the tension lasts, but it will not be a permanent trend until the day the big reversal arrives.

Re: Petroleum — During 1951, it has been estimated that the U.S.A. will consume and export 2.6 billion barrels of petroleum products at the rate of 7,250,000 barrels per calendar day. Should total war arrive, it is estimated that we will require a minimum of 8,500,000 barrels per day. Various oil executives and

geologists have estimated that the maximum producing potential of the U.S.A. is between 6,500,000 and 7,000,000 barrels a day. (At the present time our domestic production totals about 6,000,000 barrels per day, so the difference of over 1,000,000 barrels a day is being made up by imports of foreign oil.) After the U. S. production peak of 6.5 to 7-million barrels per day has been reached, some time between 1955 and 1960, there will be a gradual decline in productive capacity. However, bear in mind that the country's use of liquid fuels will be increasing significantly each and every year throughout this period.

As crude oil becomes more and more expensive to produce, and the demand for the lighter petroleum products keeps exceeding domestic supply, refiners will want to convert more and more of the crude oil into gasoline, diesel oils and furnace oils that bring premium prices in the market place. In other words, less and less heavy residual fuel oil (bituminous coal's principal liquid fuel competitor) will be produced. The technology of this conversion is well known. Some refineries produce only 6% of their output as heavy residual today, whereas ten years ago they produced 25% to 30%. It is technically possible to operate a refinery that produces absolutely no residual fuel oil for sale. It is just a matter of economics. Under present semi-war-time conditions residual fuel is in large demand for marine and other special purposes and it will not make any further inroads on coal's markets. If all-out war should come, residual, of course, would be taken out of most of the places where it competes with coal.

Re: Natural Gas—Now, let's take another look at natural gas. The reserves of gas are large and more reserves are presently being found. However, the problem as yet is not gas reserves, but the geographical location of markets and transportation facilities for moving the gas to the markets. The country is experiencing a terrific boom in long gas-line expansions. These lines are very expensive to build and require the dedication of huge gas reserves to pay them out over a 20-30 or 40 year period. These lines also require huge market outlets that can absorb from a single line 500 million cu. ft. a day, or more, at least 330 days out of each year. All long gas lines into the east sell their gas to gas utility companies that make their annual profits out of space-heating customers. These customers want 75% of their total annual gas take-in only 25% of the calendar year. The gas that must flow through these lines at least 90% of the year to keep down pipeline charges must either be stored during the summer months or be dumped at low prices under boilers in competition with coal and residual fuel oil. The opportunities for storing and/or dumping such huge quantities of gas during the warm months at bare cost prices are limited. This one set of facts alone will definitely place a limit on the number of large, long gas lines built into the east from the southwest. The first few lines built are taking over

the test situations. The pickings will be leaner for subsequent lines until finally the huge financial backing required will not be available for any more new lines. I believe this situation will develop between 1953 and 1955.

Gas reserves are large, but it requires 7.5-trillion cu. ft. of dedicated gas reserves to definitely insure a flow into a large line of 500-million cu. ft. per day (90% of the time) for 30 years. Such dedications can soon tie up most of the remaining proven reserves in large gas producing areas. The remaining reserves are then spread all over the U.S.A. in relatively small reserves where it is costly to gather the gas from many small or remote wells, and even if gathered to a central point there might not be enough to justify a \$200 million investment in a long pipe line.

Straws in the wind—A number of industries that have looked to gas as their source of energy and chemicals for several years are beginning to study coal for their longer-term future. Carbon-black (necessary ingredient in all rubber products) makers (based on gas for 50 years) wonder if we can't remove some raw materials for them from coal. The aluminum industry that has rushed to Texas for gas for power is seriously looking at coal-powered sites in the east. Chemical and plastic manufacturers are also re-evaluating coal as their source of raw materials. Even companies operating long natural gas pipelines have come to us to discuss the long-range possibilities of mixing a gas made from eastern coal with their gas brought in from the southwest. We are working on several projects in our Research & Development Division that hold promise of speeding up the use of coal in these industries. These are all straws in the wind that tend to confirm what has been said before in this discussion.

Anticipating the Turning Point—Coal will definitely have a competitive struggle with petroleum and natural gas over the next few years, but it should not be quite as violent a struggle as some seem to think, provided every effort is made by the industry to keep down the delivered costs of coal to the consumer. The development of cheaper coal transportation methods could have a profound effect upon coal's ability to compete successfully. Our company is working on transportation economies through the use of rivers, trucks, and the recently announced coal pipeline development. The struggle should become less intense as the years pass, and it's not going to be twenty years before the situation should change. I believe that after 1955 things will start to move the other way and coal, as such, will move into more situations occupied by natural gas and liquid fuels. After coal has taken over these places where a simple substitution of fuels is possible, then it will be necessary to supplement naturally liquid and gaseous fuels by converting coal into these other forms of energy. This time is estimated by most oil people who have made such predictions to be between 1957 and 1960. It might be sooner depending upon world conditions.

Freeport Sulphur Finds Huge Deposit, Plans \$10 million Plant at Site

Announcement has recently been made by Freeport Sulphur Co., of New York, that it has made the "largest single sulphur discovery in the world in twenty years." The company also stated that it plans to build a new mining plant at the site with the cost of the new facility running between \$10 million and \$15 million.

The new deposit is located in the vicinity of Garden Island Bay at the mouth of the Mississippi River some 100 miles to the Southwest of New Orleans. Present planning by Freeport calls for the new plant to be in operation sometime in 1953 and to be producing at the rate of 500,000 long tons annually.

Freeport, through previous arrangement, had acquired the sulphur rights to the property from The Texas Co., earlier this year. The agreement stipulates that The Texas Co. will receive 50% of the profits derived from any sulphur operations. The area is in a swampland. When the new plant is in operation Freeport expects to employ about 600 workers.

According to J. H. Whitney, chairman, and L. M. Williams, Jr., president, the new sulphur supplies will be a "major

factor in solving the current world shortage" of the mineral.

Industry experts report that shortages of sulphur became serious last winter, causing some production curtailments and shut-downs. It is now threatening to curtail the production of many industries here and abroad. Sulphur is essential to the manufacture of fertilizer, steel, gasoline, paper, rubber, rayon yarn, paints, lubricants, insecticides and various chemicals.

The director of the Department of the Interior's Bureau of Mines, Dr. James Boyd, stated that the Freeport discovery means "we now have in sight enough new production of this essential mineral to solve the free-world sulphur shortage." The government, last June, began allocating supplies in 11 western states, and in July the International Materials Conference, made up of about 12 free countries, plus the United States, placed the "free world" on allocation. Non-communist, or free world countries, produced a record amount of the mineral last year—about 6,300,000 long tons. Of this total, the U. S. produced more than 90%. Freeport's operations alone accounted for 1,600,000 long tons of the total figure.

The New Martin 4-0-4



Pictured above is the first of 103 Martin airliners model 4-0-4 which are being built for Trans World Airlines, Eastern Air Lines and the U. S. Coast Guard. TWA has 41 ships on order, EAL has 60, and the USCG the remaining two. These 40 passenger, twin-engine planes feature many improvements for passenger comfort and for ease of maintenance. When final delivery is made, Martin planes will be flying coast to coast as well as along Atlantic and Gulf routes.

Cocoa, Fla. Harbor Development Seen As Boon to Shippers

THE little town of Cocoa, on the east coast of Florida about midway between Jacksonville and Miami, which with its next-door neighbor Rutledge can boast an all-year population of barely 5,000, is well on its way to become an important ocean port for the shipments of agricultural and other products of east central and central Florida.

Completion of its harbor development plan, now scheduled for about the middle of 1952, will set the stage for the building of about \$10,000,000 worth of port facilities, on some of which work has already been started, while others are still in the planning stage.

The harbor itself is being created by the dredging of Canaveral bight, which lies a little south of Cape Canaveral, where the much-publicized Air Force long-range guided missile range is situated. There is, however, no connection between the missile range and the harbor development, the latter having been a dream of Cocoa residents for nearly 50 years.

Harbor Work Underway — The U. S. Corps of Army Engineers has the work of dredging the harbor and digging a barge canal well under way. The harbor will have a depth of 27 feet and a width of 300 feet, which will be supplemented by a turning basin 27 feet deep, 1,000 feet wide and 1,900 feet long, surrounded by a dike, on top of which will be a roadway. There will also be a lock 50 by 250 feet to compensate for the difference in tidal flow between the ocean and the Banana and Indian rivers which the barge canal will connect. The barge canal, extending 8.9 miles from the turning basin to the Indian River, will have a depth of 8 feet and a width of 100 feet, and will cut through Merritt Island which separates the two rivers.

At this point on the Florida east coast the Indian River is a part of the Intra-coastal Waterway which extends down the Atlantic Coast from Manasquan Inlet in New Jersey to Miami. By means of this barge canal shippers adjacent to the waterway will be able to ship their products to the piers at the harbor, where they will be transferred to ocean-going ships.

Port Facilities — A well-rounded plan for port facilities has been worked out. Surrounding the harbor will be warehouses and packing houses to be built at an estimated cost of \$2,225,000; other port facilities at the harbor will cost about \$1,700,000. Besides the barge canal the deep-water harbor will be connected with the mainland by a short-line railroad which will cost about \$2,240,000 and a new causeway, being built at a cost of \$2,133,000, which will provide a truck route just 9,000 feet south of the barge

canal. Spoils from the dredging operations are being pumped to the site of this causeway for foundation.

Importance to Shippers — This harbor development will be a boon to the shippers of the east central Florida area, including the growers of Indian River citrus and truck farmers in the lush agricultural areas to the west, north and south. As there will be three routes by which these shippers can transport their products to the port—canal, railroad and truck—it is expected that a considerable part of east central Florida's agricultural products will go out of this port when the project has been completed.

The Federal project, which includes the dredging, will cost a little less than \$1,000,000. Private capital will provide the other facilities.

Southern Heel Locates at Springfield, Tenn.

The Southern Heel Company, manufacturers of wood wedges and heels for women's shoes, has located a new operation at Springfield, Tennessee. The new industry will occupy a building formerly used by the Kentucky-Tennessee Cooperative Association as a dehydration plant. Certain renovations and additions to the structure are being made.

Southern Heel's selection of the site in Springfield is the result of months of negotiation between the Industrial Commission of the Springfield Chamber of Commerce and representatives of the firm. Members of the Industrial Commission include Mayor John R. Long, Jr., chairman, Judge Robert A. West, Chamber president Harold L. Johnson, and T. Ashton Williams, executive secretary of the chamber of commerce.

Springfield was competing with several other localities in Tennessee for this plant, and was successful in acquiring it because of the advantages it could offer with regard to available labor supply, suitable plant facilities, the assembly of raw materials, and the distribution of the finished product.

The new plant will employ 80 persons, mostly men, to start with, and this force will be gradually increased to a peak in the neighborhood of 150. The initial yearly payroll will total approximately \$200,000.

Southern Heel will ship the greater part of its output to the General Shoe Corporation, but will supply several other manufacturers of women's shoes.

Mr. H. W. Darragh, president, will direct the operations of the firm's Springfield plant. He has been in the operating

end of manufacturing for many years, and is considered quite an authority in this field.

Financial transactions surrounding the location of the new industry for Springfield have been handled through the Cumberland Securities Corporation of Nashville.

A bond sale of approximately \$50,000 to purchase and renovate the building that Southern Heel is using was made possible under provision of Tennessee's recently enacted Industrial Building Revenue Bond Act of 1951. The City of Springfield will use the income that it receives under the lease agreement with Southern Heel to retire the bonds over a ten or twelve year period. The author of this revenue bond act was State Senator Long. The act was designed primarily to assist municipalities in their efforts to expand industrially.

Work Started on Pan-Am Southern Multi-Million Dollar Expansion Program

The first commercial fluid hydroformer—a unit which greatly increases the octane rating of regular gasoline—will be built at Pan-Am Southern's Destrehan Refinery in Louisiana it was disclosed recently.

R. T. Colquette, Pan-Am vice-president in charge of manufacturing, told of the important manufacturing improvement as work was officially started on Pan-Am's multi-million dollar expansion.

The 1,100-acre refinery grounds, where Destrehan Manor House, believed Louisiana's oldest plantation home, built in 1787, is located, resounded with the steady puffing and slamming of the pile driver as the work began. Evans Alleman, boiler cleaner, representing refinery workers, released the hammer which marked the start of the project.

In addition to the hydroformer other units to be built by Pan-Am to add 300,000 gallons daily to the nation's supply of high octane gasoline are a catalytic cracking unit, a vapor recovery unit, an alkylation unit and steam generating facilities and additional storage tanks.

The additions, Mr. Colquette said, are designed to make Destrehan one of the most modern refineries in the world.

He explained that hydroforming is an oil refining process that makes use of catalysts to increase the octane number of straight run gasoline by converting certain naturally occurring materials into aromatics, notably benzene and toluene. These are vitally needed for high-octane gasoline, and for the manufacture of other strategic materials, such as chemicals, solvents, and synthetic rubber.

The new, improved process applies for the first time to hydroforming the fluidized technique of making solids "flow" that has come into wide use in catalytic cracking. It results in higher liquid yields and higher octane numbers than are possible with the fixed bed process.

SOUTHERNERS AT WORK

Louis D. Mann Elected President Cities Service Refining Corp.

Louis D. Mann was elected President of Cities Service Refining Corporation at a meeting of the Board of Directors, it was announced recently by W. Alton Jones, President of Cities Service. Mr. Mann succeeds Burl S. Watson who was recently made chairman of the corporation's executive committee.

Mr. Mann is a veteran Cities Service executive. He started with the organization in 1917 soon after receiving his B. S. from Union College. He began work as a chemist and advanced rapidly through various refinery positions.

During World War II he was manager of the Cities Service Defense Corporation, Maumelle Ordnance Works at Little Rock, Arkansas. Since 1946 he has been vice president and general manager of Cities Service Refining Corporation which operates the giant Tutwiler Refinery at Lake Charles, Louisiana.

Institute of Textile Technology Names J. L. Vaughan, President

Mr. Roger Milliken, Chairman of the Board of the Institute of Textile Technology, Charlottesville, Virginia, has announced the election of Dr. J. L. Vaughan as President of the Institute, effective August 1.

Dr. Vaughan has been a member of the University of Virginia Engineering Department staff for the past 21 years and has served as consultant to the Institute for the past four years. During the last year, he has been Chairman of the Committee on Academic Studies and a member of the Executive Committee.

He has had wide experience in organizing industrial training programs and is well known in industry as a specialist on educational problems related to business organization.

Dr. Jack Compton, Technical Director, will continue to direct the research program of the Institute. Mr. T. L. W. Bailey, widely known throughout the textile industry, has been appointed Assistant to the Technical Director in charge of mill contact work and Dr. Laconia Hance will become Chairman of the Committee on Academic Studies.

Gen. Coupland Heads New Unit of Koppers

Walter F. Perkins, Vice President and General Manager, Metal Products Division of Koppers Company, Inc., recently announced the appointment of Major General R. C. Coupland (USAF retired)

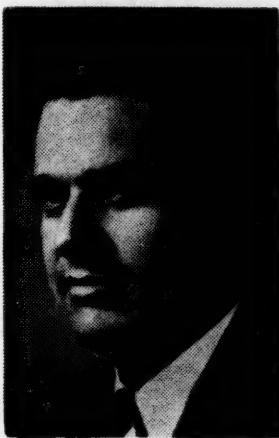
as manager of a newly created Product Development Department of the Division.

General Coupland will supervise and coordinate all activities in connection with product development, improvement and acquisition, Mr. Perkins said.

A native of West Point, Va., General Coupland was graduated from Virginia Military Institute with a degree of Bachelor of Science in Electrical Engineering. He worked for a time with the Newport News Shipbuilding and Drydock Company and then completed the student engineering course with the General Electric Company.

C. and P. Telephone Co. Names Fletcher General Counsel

Stephen F. Fletcher, general attorney for the New York Telephone Company, has been appointed general counsel, effective September 1, for the four Chesapeake and Potomac Telephone Compa-



Stephen H. Fletcher

nies operating in Washington, Maryland, Virginia and West Virginia.

Mr. Fletcher succeeds John T. Quisenberry, who resigned to accept the position of general attorney of the American Telephone and Telegraph Company.

A native of Provo, Utah, Mr. Fletcher began his telephone career during the summer of 1928 when he worked as a messenger in the Bell Telephone Laboratories. In 1935, he joined the A. T. & T. Company as attorney, and from 1940 to 1945 was an attorney in the Legal department of the New York Telephone Company.

In 1945 he returned to A. T. & T. where he was engaged in advising and assisting

Bell System associated companies in rate and regulatory matters. In August, 1949 he again joined the Legal department of the New York Telephone Company and was appointed its general attorney on October 1, 1949.

Harry J. Krusz Named By San Antonio Chamber

Harry J. Krusz has been named executive vice president of the San Antonio, Texas, Chamber of Commerce.

His appointment by the Chamber Board of Directors was announced several weeks ago by president Laurence Wingerter.

Mr. Krusz succeeds C. J. Crampton, who has been serving as general manager since the resignation of J. V. McGoodwin on June 1.

A native of Dallas, Mr. Krusz has had an outstanding record at Winston-Salem, N. C., since becoming manager of the chamber there in 1941. Starting with a staff of two people, a membership of approximately 400 and an annual income of \$12,000, the organization has been built up to where it now has 2500 members and an income of approximately \$90,000 a year with 10 people serving on the staff.

Mr. Krusz was previously general manager of the Lincoln, Nebraska, chamber, which was rejuvenated during his three years of management.

He was born and raised in Texas, and began his business career with the Continental Paper Bag and Mill and later was associated with Butler Bros., both in St. Louis. He got into Chamber of Commerce work in 1927 when he was appointed executive secretary of the United States Junior Chamber of Commerce.

Shell Names R. D. Kizer Manager at Atlanta

R. D. Kizer, manager of Shell Oil Company's Baltimore marketing division, will become division manager in Atlanta September 1. J. G. Jordan, vice president in charge of sales, announced August 8th.

Mr. Kizer will succeed J. L. Wadlow, Atlanta division manager since 1941, who has been promoted to the position of general sales manager on the West Coast, with headquarters in San Francisco.

Mr. Jordan also announced the appointment of C. W. McDowell, sales manager in Albany, N. Y., as the second sales manager in the Atlanta division marketing area. Mr. McDowell, who joined Shell as a service station salesman in 1932, had been retail manager in Atlanta before

(Continued on page 46)

Southerners

(Continued from page 45)

moving to his present position in Albany in 1949.

J. M. Parks, who has been sales manager here since 1941, will remain in his present position. Mr. McDowell's assignment to Atlanta was required by the large area covered by the Atlanta division and the rapid economic and industrial development of the South, which has led to an increasing volume of business.

B. T. Crump Co., Inc. Elects New Officers

The Board of Directors of B. T. Crump Company, Inc., 59-year-old Richmond, Virginia, manufacturing and distributing concern, elected William E. Seaton President and Oliver F. Marston Vice Presi-



William E. Seaton

dent at a meeting held on August 10.

The newly elected President succeeds his father, P. A. Seaton, Sr., who was elected Chairman of the Board after a 41-year association with the Crump Company, 22 years as its President.

William E. Seaton has been with the Crump Company since 1931 and for the past 11 years has served as Vice President and General Manager. He attended college at the University of Richmond and is a member of the Richmond Sales Executives Club.

Oliver F. Marston, newly elected Vice President, has been Director of the Harness and Saddlery Division for the past five years and recently was made Director of Manufacturing and Sales.

Crump Company, manufacturer of hose socks and fabric goods, auto seat covers, and harness and saddlery, was recently

awarded defense contracts totaling \$950,000 to make aerial delivery container kit assemblies and target tow cables for the Air Force.

Other divisions of the Crump Company distribute nationally known brands of home appliances throughout Virginia and eastern North Carolina.

New members elected to the Board of Directors for the coming year were: James E. Galleher, President of Galleher & Company, investment bankers, and Lewis F. Powell, Jr., attorney, member of the law firm of Hunton, Williams, Anderson, Gay and Moore.

Re-elected to board membership were: P. A. Seaton, Sr., William E. Seaton, Oliver F. Marston, Robert H. C. Seaton, P. A. Seaton, Jr., P. T. Bergheimer, and R. Garnett Hall.

Pan-Am Southern Names White and Brewster

One appointment and one promotion to key positions in the Pan-Am Southern Corporation organization were announced August 18 by Roy J. Diwoky, executive vice-president of the company.

William H. White has accepted position of District Geologist with Pan-Am Southern Corporation, and will open geological offices for that company at Lafayette, Louisiana, to cover the Louisiana Gulf Coast Area.

Mr. White recently resigned his position as Geologist with The California Company in New Orleans after eight years of service in the Gulf Coast Area. Prior to his service with the California Company he served as Assistant Geologist in the Geological Division, State of Tennessee.

Mr. White graduated from University of Kentucky in 1940 with a Bachelor of Science degree in geology and in 1941 completed an additional year's post-graduate work in geology.

John E. Brewster, formerly Assistant Manager of Crude Oil Purchasing department of Pan-Am Southern Corporation, has been made Manager of that department. The position of Manager has been open in the company for the past eight months. Mr. Brewster will continue to maintain offices in the company headquarters in the Commercial National Bank Building in Shreveport.

Mr. Brewster has been employed with Pan-Am Southern Corporation since February, 1948, and has worked as a pipe-liner, engineer, and on various assignments in the Crude Oil Purchasing Department before being made Assistant Manager. Mr. Brewster is a graduate of Arkansas A. & M. College.

Charles A. Thomas Named Director St. Louis Bank

The Board of Directors of the First National Bank in St. Louis, at a recent meeting, elected Dr. Charles A. Thomas, president of Monsanto Chemical Company, a director of the bank. At the

same time, the board also announced the resignation of William M. Rand as a director. Mr. Rand, who retired as president of Monsanto four months ago, resigned his post with the bank because of plans that will keep him away from St. Louis a major portion of the time.

Dr. Thomas joined the Monsanto Chemical Co., in 1936 as central research director, and was executive vice president from 1947 until he succeeded Mr. Rand. In addition to this latest directorship, he is on the board of Monsanto, Southwestern Bell Telephone Co., St. Louis Union Trust Co. and the Chemstrand Corporation. Dr. Thomas is widely known as an atomic scientist.

Col. W. Marvin Hurley, Elected President 1952 Session Southwest Institute

Col. W. Marvin Hurley, executive vice president and general manager of the Dallas, Texas chamber of commerce, has been elected president of the 1952 session of the Southwest Institute. Col. Hurley was selected at this year's session which



W. Marvin Hurley

was held from July 16 to 21 in Dallas. He is also a member of the board of governors of the Institute.

The Dallas Chamber was represented at the recent sessions by Mr. William B. Black, Jr., who is assistant general manager. He attended classes which provided instruction in work programs, committee management, membership and finance matters, commercial activities, civic projects and accounting procedures.

The 1952 session of the Institute will be held in Dallas during the week beginning July 16.

The primary objectives of the Institute are to provide specialized instruction for executive personnel of Chambers of Commerce, and other civic groups and service groups in eight southwestern states.

Conveyor Chain

Chain Belt Company, Milwaukee, Wisconsin.—A new flat-top conveyor which flexes in two planes—both horizontally and vertically . . . and can curve around corners with a radius of as little as six inches with ease, is now being marketed by Chain Belt of Milwaukee under the name, Rex FlexTop.

Designed primarily for tip-free conveying of bottles, jars, packages or small parts, the



FlexTop Chain

biggest advantage of FlexTop is its elimination of transfer points in the conveyor system. It does away with the danger of containers being chipped, tripped or otherwise damaged as they transfer from one chain or one conveyor to another.

A FlexTop conveyor can be driven from one power source (within limits of chain loading), eliminating the need for transmission parts at transfer points . . . an added advantage. This can result in considerable savings both in first and operation costs.

Pipe Tool

Beaver Pipe Tools, Inc., Warren, Ohio.—Model "E" lightweight economy model is now equipped with a Safety Switch Lock. Adding this feature gives the Model E the same advantages as the larger and more expensive Models A and B. To complete the picture, the Power Units C1 and C2 are also protected with Safety Switch Locks.

The Safety Switch Lock is an important device protecting workmen, as well as machine, against possible injury. Automatic . . . the Safety Switch Lock makes it impossible to start the Model E unless chuck wrench has been removed from the chuck and placed in its holder. This feature replaces the old-style "wrench ejector" that ejected only special types of wrenches. Now no special wrench is required.

Packaged Drying Unit

The Patterson Foundry & Machine Company, East Liverpool, Ohio.—A packaged drying unit for the drying of chemical products, raw materials, synthetic compounds, food products, and for use in many processes where the drying of expensive or delicate products is necessary.

The unit consists of a rotary dryer with drive, screw feeder, air heater, fan and dust collector integrally mounted on a steel frame. This packaged construction results in a sturdy built, compact dryer assembly, economical to install and maintain.

Materials to be dried are fed continuously by means of a special feeder directly to the sanitary interior of the dryer and an un-

NEW PRODUCTS

contaminated, uniformly dried product is discharged continuously.

To maintain optimum drying conditions the unit is equipped with a drive which permits variation of the feed rate over a range of 3 to 1, enabling the operator to meet any variation in drying characteristics of the material.

Extensible Tower

Mobile Towers, Inc., Fort Wayne, Ind.—A truck-mounted, hydraulically-operated, extensible tower with full control on the operator's platform at point of boom. Called "Sky Hook" model 51, the unit was designed for field service to aircraft of B-36 size, state the makers.

Working Height Lifter

Lewis-Shepard Products, Inc., Watertown, Mass.—A new addition to their "Master" line of Materials Handling Equipment—The Working Height Lifter.

As the name implies this new piece of positioning equipment keeps the work at convenient working height thus eliminating unnecessary lost time and reducing operator fatigue and danger of injury. Lifting, stopping and lowering of the load are controlled by remote pedal switches which can be conveniently located since they are mounted on a single steel plate at the end of a 15-foot-long heavy duty rubber electrical cord.

The Working Height Lifter is made in 4,000 pounds capacity, 42" lifting height, 72" overall height in platform lengths of 36", 42", 48", and 54", and in platform widths



Lewis-Shepard Lifter

of 32" or 38" (inside dimensions). The overall length of this new lifter is only 8 1/2" more than the platform length and the overall width only 6 1/2" more than the platform width.

New Routing Method

The Glenn L. Martin Co., Baltimore 3, Md.—An improved design of template and machine for hand routing has been developed at The Glenn L. Martin Company by John A. Mattheu of the Sheet Metal Department.

Hand routing was formerly done with a hand router which was equipped with a guide 1/4 (.125) inch high. The hand router template was made from 1/4 (.125) inch material, the guide resting on the template

for the router operation. The operator had very little control of the hand router motor and cutter, so undercutting frequently occurred.



Hand Routing Machine

The new method was developed to prevent the router guide from over-riding the template. The height of the guide was increased from 1/4 (.125) inch to 7/32 (.218) inch, and the thickness of the hand router template was increased from 1/4 (.125) inch to 3/16 (.250) inch. The extra height of the router guide, together with the extra height of the template, prevents over-riding.

The new method has proved entirely practical, the margin of error on undercutting being minimized by this change, which is now standard procedure at the Martin Company.

Warm-Air Furnace

Delta Heating Corp., 85-97 Northern Boulevard, New York, N. Y.—Forced warm-air furnace, equipped with a full-size blower, gun-type burner and a heat-exchanger. The unit costs slightly more than previous vaporizing-burner models, state the makers. The model has an output of 90,000 British thermal units per hour.

The low-built unit—five feet, two inches from top to bottom—is 20 inches in width and 28 inches deep. These dimensions make it applicable for use in utility rooms and small basements. The manufacturer states that through use of a simple switch device, the oil furnace can supply cool circulating air during summer months.

Hand Type Holder

M. E. Cunningham Co., 150 E. Carson St., Pittsburgh, Pa.—Hand type holder with a round, knurled handle offered for general industrial stamping. This model is the same as the standard Cunningham "Wedge-Grip" Hand Type Holder in all respects except shape of the handle.

While the "Wedge-Grip" model is recommended for most applications, certain stamping operations are performed more efficiently when the workman can get a full grasp on the shank. The round shank is knurled to provide a firm, positive grip. Design includes a patented quick change snap slide for

(Continued on page 48)

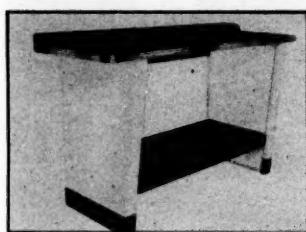
NEW PRODUCTS

(Continued from page 47)

changing type inserts and for retaining the type pin in the holder. This holder can be made for one or two lines of type, with any size character.

Metal Work Bench

Natkin & Company, 1601 S. Hanley Rd., St. Louis 17, Mo.—New Natkin-Built "Scotty" Work Bench currently being offered through jobbers. It is all-steel construction with a "Nat-Flex" top . . . an exclusive Natkin fea-



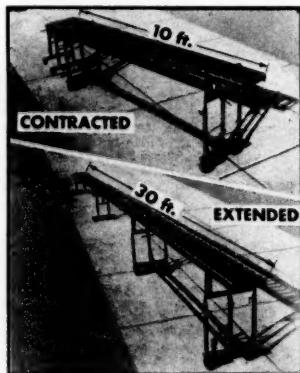
"Scotty" Work Bench

ture. The same bench is also available with a heavy steel bench top.

Until recently, Natkin limited their production to benches, service merchandisers and other metal units designed especially for the automotive industry. This is the first of a line of benches, tote-tables, etc., which the Natkin firm is developing for industry in general.

Portable Conveyor With Rollers

The Wilkie Company, 3530 Arch St., Philadelphia 38, Pa.—A new roller type Wilkie Conveyor supplements the skate wheel type. Recommended especially for conveying bundles and other objects not having a rigid, flat bottom, the roller type also carries a heavier load.



Wilkie Conveyor

Like the Wilkie Skate Wheel Conveyor, the roller type is telescopic, easily "pulled-out" or "pushed-in" to follow the load for quick pick-up and delivery. Mounted on heavy casters, the Wilkie is quickly and easily rolled from one job to another and

is instantly ready for action. Costly set-up time is eliminated and adjustable break-lock holds conveyor securely in position.

The roller type is supplied in twelve- and eighteen-inch widths. Nine different lengths are available which extend to a maximum of 30 feet. Wilkie Conveyors are all-steel, rugged, and well made. When extended, sections pull-up even. The price is surprisingly low.

Carbon Control System

Leeds & Northrup Co., 4934 Stenton Ave., Philadelphia 44, Pa.—Carbon control system, a development that makes it possible for heat-treaters to measure and control the carbon potential of furnace atmosphere directly in terms of per cent carbon. By means of the control, the surface carbon content of steel during heat-treating can be regulated with the same accuracy as can temperature. Company engineers explain that atmosphere can be adjusted to increase or decrease carbon potential automatically, as need for the work in the furnace. For more technical data, write to the above named company.

Steam Generator

Vapor Heating Corporation, 4501 W. 16th St., Chicago, Ill.—Vapor-Clarkson steam generator Model 4740 developed to supply large quantities of high-pressure dry steam to heat diesel powered passenger trains, now a standard installation in diesel locomotives, is now ready for industry to supply processing steam, operate pile driving rigs, laundries, heating, and 600 pounds pressure steam, etc.

For size and weight this is said to be the most powerful steam generator developed by industry, develops 200 pounds steam pressure in two minutes from 50-degree cold water and produces 4,800 pounds of 99% dry steam per hour, 82% efficient. Uses #2 fuel oil for fuel, the forced draft air and pressure atomized fire releases a million BTU's per cubic foot of combustion space. The hot gases wipe over the 702 feet of steel coil, turning water pumped through the coil into steam. One electric motor (or gasoline engine on portable units) drives the water pump, fuel pump, blower, and magneto. Once started, by turning one switch, automatic controls take over, causing the machine to turn on and off and produce steam only when steam is needed; steam pressure may be changed from 75 to 600 psi by turning one control.

Desiccator

The Bethlehem Apparatus Co., Inc., Hellertown, Pa.—A new, low-priced desiccator, which is adaptable to a number and variety of laboratory samples. The unit may be used effectively for storage of either hot or cold crucibles in a size range from No. 000 to 3, or of metallurgical, biological, and chemical samples up to 3" x 5½" in size.

Made of transparent glass with a screw-cap lid, the desiccator is known as the new Bethlehem Dri-Jar. Unique features which provide unusual adaptability are:

1. Cloverleaf shelf design. A unique cloverleaf pattern is cut into the shelf. The petals thus formed can be adjusted with finger-tip pressure to secure the proper size hole for each crucible. One jar will accommodate from two No. 3 crucibles up to 24 No. 0000 crucibles at one time.

2. Adjustable shelves. Securely attached to the lid are three steel ribs containing calibrated slots which permit many and varied arrangements of the three-inch diameter shelves. Each shelf has three lips that can be readily and securely inserted in the rib slots. One to six shelves may be used in each desiccator and these may be either

of plain or cloverleaf design. Or, if preferred, a combination of both types of shelves may be used to obtain greater storage variety.

Redesigned Interval Timers

The Tork Clock Co., Inc., Mount Vernon, N. Y.—A revised line of Single-Set York Timers for commercial and industrial service. These Timers may be had for either permanent installation or for portable use with cord and plug. Portable plug-in models are rated 6 amperes and 15 amperes. A single-pole, single-throw normally open A.C. switch is timed and powered by a self-starting synchronous Telechron motor. Switches have heavy duty contacts of either 20 amperes or 30 amperes capacity.

Compact in size, Timers are enclosed in durable white or gray baked enamel cases, 4½" x 3" x 3". Smooth, hard finish is attractive and a snug fitting cover gives excellent dust protection. Timing interval is easily set by turning indicator knob on plainly marked dial. Various time cycles are available, ranging from 60 minutes to 24 hours.

Quick Change Collet

Sutton Tool Co., Sturgis, Mich.—Improved master collet in which the pads can be changed without removing the collet from the machine spindle.

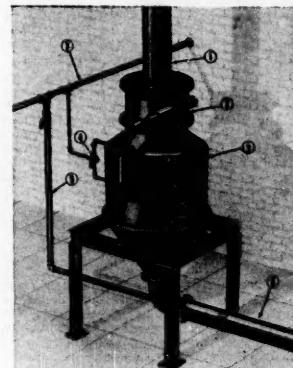
Holding features of the new Sutton Style "FL" Quick Change Collet are the replaceable pads which: 1—Are securely locked by a greater holding mechanism to prevent slipping from bar thrust, and 2—are "diamond serrated" to grip work together by holding both horizontal and rotating thrusts at an angle.

Available for automatic screw machines, this Sutton tool handles all sizes and shapes of stock within capacity limits.

Flo-Veyor

The Brady Conveyors Corporation, 30 West Jackson Blvd., Chicago 4, Ill.—Flo-Veyor Conveyor which handles ounces or tons of granular, lumpy mixtures and all bulk dry materials, including alum, ammonium nitrate, ash, asbestos, bauxite, borax, soda ash, salt, etc.

This conveyor uses either low or high pressure air. Systems may be easily installed, according to the manufacturer. The lines may go around and through existing obstructions. No moving parts are involved. Material handled is fully enclosed from load-



Brady Conveyor

ing point to point of discharge. The entire system is set up for one-man operation. The conveyor is self-cleaning, thereby any chance of contamination from previous loads is eliminated. The illustration shows the sequence of operation.

Thinking Inventing Building

TO MEET THE COUNTRY'S TELEPHONE NEEDS

The responsibility of the Bell System does not consist of merely supplying good telephone service today. We have to be always creating so that the service grows better and better.



THE CALL FOR PROGRESS

This process of creation can never stop, for the country's telephone needs are continually changing and increasing. So we must always be thinking ahead and inventing ahead and building for the future. This is what the country looks to us to do and we are doing it. It is especially important in these days of national defense.

The pre-eminence of telephone research and manufacturing reflects a dynamic policy and point of view throughout the business. The people needed to come up with new ideas and put them into action are constantly being encouraged and given opportunity.

We shall continue to meet the challenge of the future and do our full part, always, to advance the welfare, the strength and the security of the United States of America.

BELL TELEPHONE SYSTEM



Wheeling Steel Well Along With \$100 Million Expansion

A new \$24,000,000 construction and improvements program, designed to boost steel production capacity for the Wheeling Steel Corporation, will bring total costs of post-war expansion to more than \$100,000,000, it was announced today by John L. Neudoerfer, President of Wheeling Steel Corporation.

Anticipating growth in post-war demand for steel products, company executives mapped out in 1946 a four-year expansion program, since revised upward, and designed to boost company steel ingot production by approximately 33%.

Mr. Neudoerfer pointed out that since 1946, Wheeling has invested more than \$70 million in new plant and property purchases, blast furnace and open hearth improvements, new power generating facilities and stand-by fuel sources, new railroad trackage, diesel locomotives, towboats and barges, and even new warehouses.

Under construction now is a battery of 63 by-product coke ovens to cost about \$9 million which will give Wheeling a total of 314 ovens with auxiliary by-product facilities. These will make Wheeling self-sufficient, as far as coke is concerned, resulting in a substantial cost reduction based on capacity production of steel and steel products.

Improvements already completed involve Wheeling's plants in East Steubenville, Beech Bottom and Wheeling, West Virginia, as well as at Steubenville, Yorkville and Martins Ferry, Ohio. As a result of the construction and improvements program, Wheeling Steel's annual ingot capacity has been increased by 516,000 net tons so that now the rated annual capacity has been upped from 1,344,000 in 1946 to 1,860,000 tons. Annual capacity for butt-weld pipe has been increased by 120,000 net tons.

By the end of 1953, Wheeling Steel will spend an additional \$24 million on its manufacturing plants, principally to increase capacity and lower costs in line with the national effort to raise steel production substantially. This part of

the program will include modernization of cold reduced sheet facilities, reconditioning two bessemer converters, improved materials handling, and additional annealing capacity at Steubenville; installation of a new continuous galvanizing line at Martins Ferry; mine mechanization and a new coal washing plant at the Harmarville (Penn.) Mine.

In addition to these plant improvements, Wheeling is a partner in the extensive iron ore development in Labrador which will assure the Corporation of a large quantity of high-grade iron ore in future years and enable Wheeling to utilize its present ore reserves to best advantage.

Overall improvements and modernization will, by 1953, further increase the Corporation's annual capacity for coke by 365,000 net tons, to 1,661,000; pig iron by 121,500 tons to 1,800,000; bessemer and open hearth ingots by 150,000 tons to 2,010,000. Wheeling Steel ranks ninth in ingot capacity among the steel companies.

Houston's Metals Industry Enjoying Rapid Growth

Houston, Texas, already recognized as the focal point of the constantly expanding chemical empire of the Texas Gulf Coast, has attained Southwest leadership in still another industrial classification, metal manufacturing.

Even though the chemical and other industries in the Houston area have made staggering gains, the metal manufacturing group accounts for 28,400—or 36.7 per cent—of the total number employed in non-agricultural industries in metropolitan Houston. This represents the largest single group in the industrial classifications.

If sales of metal goods in this area continue to soar for the remainder of 1951 as they have for the first six months of the year, total sales will probably reach \$400,000,000, and the payroll may register an all-time high of approximately \$100,000,000.

From 1939 to 1951, all industries in Houston's metropolitan area increased 76 per cent. While the metal groups as a whole had increased 61 per cent, primary metals showed a jump of 101 per cent during the period. Number employed in all metal groups had jumped from 10,034 in 1939 to 28,840 during the spring of 1951.

Decided gains have been shown since 1947, when the latest U. S. Census of Manufacturers was released. Then, Houston had 259 factories manufacturing products from iron, steel, brass and other metals, employing 22,541 persons. Today, metropolitan Houston, according to *Magazine Houston*, has 308 metal plants.

While the metal industry has doubled in output and in number of employees since 1939, its growth, percentage-wise, has not been as great as the newer industries such as chemicals (which made a 525.53 per cent gain over 1939) or of paper products, an infant industry in 1939, which registered a 525 per cent gain in 1951 over 1939.

Houston's metal plants are diversified, with the industries making everything from grain elevators to aluminum and steel windows. Houston is also the home of Sheffield Steel Corporation's plant which by September is expected to turn out one out of every 100 tons of steel produced in the United States. It now has a new electric furnace under construction, which will up the plant's capacity to a million tons.

Proximity to rich oil fields of the area has caused Houston to be the nation's leading manufacturer of oil field tools, supplies and equipment. Names like Hughes Tool Company, Reed Roller Bit and others are synonymous with the oil industry.

Other plants produce hot water heaters, mortar shells, pipe and similar products. The American Smelting and Refining Company in Houston is one of the nation's largest lead fabricating plants. The industry has rolling mills and extrusion presses for fabricating the lead.

YOUR ECONOMICAL RELIABLE SOURCE OF SUPPLY FOR QUALITY METALS SINCE 1907

VIENER METALS

HYMAN VIENER & SONS

MANUFACTURERS
P. O. BOX 571 • RICHMOND, VA

ALUMINUM • BABBITTS • BRASS &
BRONZE INGOTS • PIG LEAD • COPPER
ALLOYS • SOLDER • TYPE • ZINC

Write c/o Dept. MR Today.

Lone Star Expansion Proceeding on Schedule

Lone Star Steel Company officials recently indicated that work on their new fully integrated mill in East Texas is progressing on schedule. In addition, it was stated that materials for the plant, which will produce steel tubing for oil country use, were also coming through satisfactorily.

Construction contracts totaling \$32,781,799 have already been committed. Total cost of the mill will be \$75,425,201, according to E. B. Germany, president of Lone Star.

Of the awards already made, \$26,526,599 are covered by contracts approved by the Reconstruction Finance Corporation. The remaining portion, \$6,255,200, is covered by letters of acceptance.

\$7 Million Recovery Unit Dedicated at Elk City, Okla.

The eyes of the oil industry were focussed upon Elk City last month where a \$7,000,000 processing and gas cycling plant was formally dedicated.

This ultra-modern plant, designed to increase the ultimate recovery from the huge Elk City oil and gas field, will bring an additional estimated \$80,000,000 to producers and royalty owners.

More than 2,000 persons attended the dedication, including government officials, civic and business leaders, and leading oil men from throughout the country.

Presiding at the ceremonies was W. A. Alexander, area manager of Shell Oil Company of Tulsa. Shell operates the plant on behalf of itself and eight other owners, including E. Constantin, Jr., Continental Oil Co., J. M. Huber Corp., Superior Oil Co., Tide Water Associated Oil Co., Union Producing Co., United Carbon Co., Inc., and Wilcox Oil Co.

While the plant has a design capacity of 100,000,000 cubic feet of gas daily, application already has been made to the Petroleum Administration for Defense for permission to enlarge the capacity to handle 150,000,000 cubic feet as well as reinjection of another 60,000,000 feet of gas daily back into the reservoir.

The big enterprise is more than a processing plant, it was pointed out. It not only processes everything received from the field—first separating crude oil from the gas, then extracting such condensables as propane, butane and natural gasoline from the gas—but it also returns the remaining gas to the producing horizon.

Company officials explained that through the unitization of the Elk City field and the building of the new plant, the recovery of liquid hydrocarbons will be increased approximately 25 per cent. In addition, billions of cubic feet of gas will be available for sale in years to come after this particular gas has done its job of bringing the liquids to the surface.

The plant handles production of the unitized portion of the Elk City field which covers 4,240 acres.

In contrast to old practices, pressures in the Elk City reservoir are being conserved by controlled rates of production. Oil and gas come from depths of 8,800 to 10,300 feet. Through a variety of tests, engineers can determine the maximum rate at which oil and gas can be produced from this without lessening the chances for the greatest ultimate recovery.

Atlantic Steel Breaks Ground For Huge Expansion Program

Atlantic Steel Company, Atlanta, Georgia, broke ground early in August for the first phase of a multi-million dollar expansion program designed to keep in step with the growing demand for steel products in the Southeast.

The first unit of the expansion program will be an electric furnace with an annual capacity of 100,000 tons of steel. This furnace will supplement the company's three present open-hearth furnaces, and will increase Atlantic Steel's annual capacity by 50%, to 300,000 tons.

Excavation for the footings and floor of the huge building are now underway at Strother-Barge Company of Atlanta, and will be completed within six to eight weeks. The building itself, to be fabricated and erected by Bethlehem Steel Corporation, will be 200 feet long by 135 feet wide, and will stand 90 feet high. Craneways for the handling of

scrap and ingots will be located at each end. The 60-ton furnace is being constructed by the Pittsburgh Lectromelt Corporation, and will be the largest electric furnace in the Southeast.

Robert S. Lynch, president of Atlantic Steel, said the new furnace will provide the additional quantities of carbon steel necessary to keep the company's present finishing mills producing at capacity.

"It will also give us facilities for producing such special steels as tool steels and aircraft steels, for which there is an ever-increasing demand in the South," said Lynch.

The new furnace is expected to be in operation by February of next year.



"St. Petersburg Is Ideal for Specialty Manufacturing"

Says MILTON D. WRIGHT, UNIVERSAL FOUNTAIN BRUSH CO.

"After establishing our business in the north, where we operated for a considerable period, we came to the conclusion that we could just as well manufacture our fountain marking and stencil brushes in a community and climate where life would be more pleasant, both for ourselves and our employees. After investigating many localities, we chose St. Petersburg because of its peculiar combination of advantages and attractions.

"It has proven a delightful, healthful place to live and work. We have found many advantages, including low plant building costs, low maintenance costs, pleasant labor relations, and excellent shipping facilities, not only for North America but also for Central and South America. For a specialty manufacturer, whose freight costs are not of great importance, I know of no city more desirable than St. Petersburg."

Milton D. Wright
PARTNER

Get the Facts

If you are interested in establishing a light industry in the South, or in operating a branch plant or distributing office, we invite you to consider St. Petersburg, fastest growing city of Florida. Write today on your letterhead for our new "INVENTORY OF INDUSTRIAL ADVANTAGES." Address M. C. Dunn, Director, Industrial Department, Chamber of Commerce. All inquiries handled in strict confidence.



ST. PETERSBURG *The Sunshine City*
FLORIDA

Georgia Power To Build Plant at Rome, Georgia

Harliee Branch, Jr., President of the Georgia Power Company recently announced that the company will build a huge new steam-electric generating plant near Rome, Ga. Mr. Branch said the new plant will have an initial capacity of 200,000 kilowatts or about 270,000 horsepower. It will be located on a tract of 350 acres ten miles west of Rome on the Coosa River. The tract lies on state highway 20. Mr. Branch said the plant will cost more than \$20,000,000.

The plant will be named in honor of W. P. Hammond, vice president in charge of engineering of the Georgia Power Company. Mr. Hammond, who has had 38 years of service, has played a major role in the engineering of the company's North Georgia hydroelectric plants, as well as the company's modern steam-electric generating plants. It was announced that the Furman Shoals plant near Milledgeville would be named in honor of B. W. Sinclair, superintendent of production, who has been in the service of the company for 39 years and is in charge of the construction and operation of its power plants. Mr. Branch said work on the plant will begin in the fall. The first unit of 100,000 kilowatts will be completed in October, 1953, and the second unit, of equal size, will go in service in January, 1954. Mr. Branch said the Coosa plant can be expanded to three, four or even more units when the demand for electric power makes such expansion necessary.

The plant will turn out about 1,400,000,000 kilowatt hours a year, enough electricity to supply the needs of more than half a million average Georgia homes. It will provide enough power to supply the entire electrical requirements of Northwest Georgia, from Marietta

north and west to the Alabama and Tennessee borders, including industries, business establishments, farms and homes. By way of comparison, Mr. Branch pointed out that the two units will produce 3½ times as many kilowatt hours in a year as the company's entire chain of six hydroelectric plants in Northeast Georgia; eight times as many kilowatt hours as the Allatoona dam and about twice the expected output of the Clark Hill dam.

The new plant will have the same initial generating capacity as Plant Yates, located on the Chattahoochee river between Newnan and Carrollton. A third unit of 100,000 kilowatts is under construction at Plant Yates which will go in service next year.

"In addition to this new plant which we are going to build near Rome, and to the unit under construction at Plant Yates," Mr. Branch said, "the Georgia Power Company has a very large construction program under way in many parts of the state. We are building a new steam-electric plant near Brunswick, named Plant McManus. The first unit will be of 40,000 kilowatt capacity and will be completed next year. The Sinclair plant is under construction at Furman Shoals, located on the Oconee river, near Milledgeville. It will have a capacity of 45,000 kilowatts, and it also will be completed next year. An enlargement of the Bartletts Ferry hydroelectric plant on the Chattahoochee river above Columbus will make an additional 20,000 kilowatts available in the latter part of this year."

Alabama Power Starts Work on New Steam Electric Plant

On July 20 the Alabama Power Company broke ground for construction of the first two units of an eight unit steam-

electric power generating plant that it is building on the Mobile River at Salco, Alabama.

Overall cost of the plant will total \$30 million, and total plant capacity will reach 1 million kw. by 1956 or '57.

The plant will be built two units at a time by General Electric Company. Each unit will have 125,000 kw. capacity and will operate at a steam pressure of 1800 pounds per square inch. It will burn 800,000 tons of coal annually.

Completion of the first unit is scheduled for late 1953.

Thomas Company Opens New Charlotte Branch

A. Lynn Thomas Company, industrial masonry contractors and engineers, and distributors of firebrick, refractory specialties, and industrial maintenance supplies, have opened an office and warehouse at 2900 South Boulevard, Charlotte, N. C.

Other Thomas offices are in Richmond, Raleigh and Norfolk, the main office being at Richmond where the company was established in 1894.

The company recently was appointed distributor in the Charlotte area for A. P. Green Fire Brick Company, which they have handled in the other cities for a number of years.

Wilton L. Thomas, president, reports that this appointment makes the Thomas Company one of the largest A. P. Green Fire Brick Company distributors in the U. S. Their sales engineers will cover North Carolina, South Carolina and Virginia.

Virginia Plans Project To Link Norfolk, Newport News

The Virginia State Highway Department has recently announced that it will start plans to connect Norfolk and Newport News with a causeway-bridge tunnel estimated to cost \$42 million, following a recent report by engineers that the project is feasible.

The first step will be to seek Army and Navy approval of the location and design of the four mile long cutoff. It may be possible to begin the work during the latter half of 1952 or early 1953, with a completion date sometime in 1956.

Bethlehem has 16 Ships On Order at Sparrows Point

The Bethlehem-Sparrows Point Shipyard, Inc., of Bethlehem Steel Corporation now has 16 ships on order or under construction at the Sparrows Point yard.

Included in the orders are six oil tankers, several ore carriers, and five Mariner type cargo vessels for the Maritime Commission. These ships range in size from 7,500 to 29,000 tons.

The latest order received is from Gulf Oil Co. for a 28,000-ton super-tanker.



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WHO'S WHERE

The appointment of **Charles B. Pharo, Jr.**, as an assistant manager bar sales division, has been announced by J. M. Schiendorf, vice president in charge of sales, Republic Steel Corporation.

At the same time it was announced that **Mr. Harry R. Rankin, Jr.**, who has been on leave from Republic, to serve with the National Production Administration in Washington has returned to Republic to resume his duties as an assistant manager of the bar sales division. J. V. Burley is manager of the division.

The appointment of **Walter S. Huff** as manager of the Greer Plant of Victor Monaghan Company was announced recently by D. C. Turrentine, Jr., general manager of this division of J. P. Stevens & Co., Inc. Mr. Huff assumed his duties as manager July 23, 1951. The conversion of the Greer Plant into a box loom mill is nearing completion.

The new manager has had 27 years' experience with box looms at Dunnean Mills at Greenville, another division of the Stevens Company. Prior to that period of service at Dunnean he was active in the spinning and twisting departments.

Changes in the supervisory personnel of Victor Monaghan Co. have also been announced by Mr. Turrentine. **Darius W. Broadwell**, former superintendent of the Monaghan plant at Greenville, has been appointed superintendent of planning for the Apalachee, Greer and Victor plants at Greer, and the Monaghan plant at Greenville.

Otis E. Little, former assistant to the superintendent of the Victor plant at Greer, has been appointed superintendent of the Monaghan plant in Greenville, the position formerly held by Mr. Broadwell. Both appointments became effective as of August 20.

Mr. G. F. Vietor, Jr., has been appointed a district manager of the Air Reduction Magnolis Co., Inc. He will make his headquarters at Houston, Texas, where he will have sales responsibility for the Houston district with branch offices at San Antonio, Beaumont and Corpus Christi.

Appointment of **Austin L. Hawk** as assistant manager of the western sales district, Manhattan Rubber Division, Reybestos-Manhattan, Inc., has been announced by the company executive offices at Passaic, N. J.

At the same time announcement was made of the appointment of **S. V. V. Hoffman** as regional manager of the west coast sales division. Also **D. H. Cottrille** as West Virginia regional manager at Clarksburg, W. Va.

L. L. Garber, vice president, H. K. Porter Co., Inc., has been appointed general manager of the company's Hindliter Tool Co., Division, Tulsa, Okla., producers of oil field well head equipment and lubricated plug valves.

Mr. Garber has been succeeded as general manager of American-Fort Pitt Spring Division, manufacturers of railroad and industrial springs by **H. A. Harrington**, former works manager.

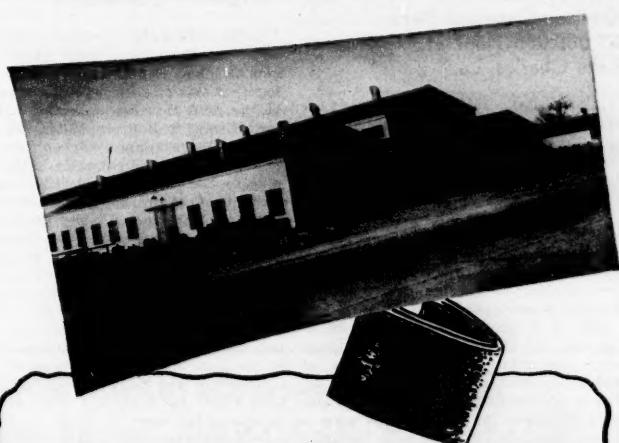
Bengt O. Stromquist is now the Georgia-Alabama Sales representative for the residential, commercial and industrial boilers, radiators and heating accessories of the National Radiator Co., Johnstown, Pa.

Mr. Stromquist's office is located at 231 Healey Building, Atlanta 3, Ga.

John J. Alexander has recently been appointed superintendent of steam and power at Republic Steel Corporation's

Cleveland district by E. A. Schwartz, district manager. In his new capacity, Mr. Alexander will direct the operation of steam generating, electrical generating and air blast production in the largest power plant in the area outside the municipal and public utility field. Mr. Alexander succeeds Harry Stott, superintendent of steam and power for the past 36 years at the Cleveland Plant, who recently retired and is now living at St. Petersburg, Florida.

Mr. Alexander is a native of Charlotte, North Carolina and a graduate of the University of North Carolina. He has been with Republic since 1941 and for the past 10 years has been assistant superintendent of power.



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ARMCO STEEL BUILDINGS



Armour Fertilizer to Double Capacity at Bartow, Fla., Works

Additional facilities to double capacity of the Armour Fertilizer Works at Bartow, Fla., have been underway for some time, according to the designer-constructor, The Rust Engineering Company of Birmingham and Pittsburgh.

The project includes installation of process equipment at the plant which manufactures triple superphosphate.

Originally designed and built by Rust in 1949, the existing plant has a yearly capacity of 75,000 tons. The additional facilities are expected to be completed this fall, according to a Rust official.

Davison Chemical Plans \$7,000,000 Plant at Lake Charles, La.

A \$7,000,000 catalyst plant—one of the country's largest—will be constructed on the Calcasieu River, six miles south of Lake Charles, La., by Davison Chemical Co., of Baltimore.

Designed to produce the micro-sperhol-dal type of synthetic silica-alumina catalyst, according to Davison vice-president, Chester F. Hockley, the plant will have the facilities to produce enough of the catalyst to process nearly 600,000 barrels of petroleum stock daily.

Day & Zimmermann, Inc., of Philadelphia, Pa., are engineers for the project; Consolidated Engineering Co. of Baltimore, the general contractors. An "outdoor" design is planned due to the mild climate in the Lake Charles area.

Key items of equipment to be installed are huge stainless steel spray-drying chambers used in forming the catalyst particles. These are cylindrical at the bottom and topped by a cone. The Lake

Charles equipment is similar to that used at Davison's Cincinnati operations.

The Gulf Coast has experienced a tremendous expansion in petroleum refining in the last few years. Construction of the new plant will mean savings in both transportation of the products and of some of the raw materials used.

Davison is a pioneer in large scale production of synthetic fluid petroleum cracking catalysts, as well as one of the largest producers. The Cincinnati plant and the one at Curtis Bay, where the ground type is produced, are both operating at capacity.

Houston Set to Welcome Instrument Conference

Arrangements for the Sixth Annual Instrument Conference and Exhibit are now in final stages, and all indications are that this meeting which will be held at the Sam Houston Coliseum in Houston, Texas, September 10-14, 1951, will be the largest and most enthusiastic meeting of its kind yet to be held. Planning by the ISA National Office and the Exhibit Manager, by the Houston ISA Section Conference Committee and by the Cooperating Society Committees has been complete and thorough. The many who expect to attend from the entire Nation will recognize in the reception given them by Houston the spirit which has made the City of Houston the amazing industrial center that it has become in the past ten years. From all reports, a desire to see Houston and the Texas Gulf Coast rates equally with a desire to attend the meeting itself.

A Committee was appointed by the Houston Section of ISA in 1949 to handle the many varied functions which are necessary of the Host Section. This Committee has been added to as its duties

increased, and at present consists of the following: J. R. Martin, Humble Oil and Refining Company, Chairman of the General Conference and Exhibit Committee; C. W. Bates, Humble Oil and Refining Company, Co-Chairman of the General Conference and Exhibit Committee and Publicity Sub-committee Chairman; J. A. Parker, Shell Chemical Corporation, Chairman of the Technical Section Conference Committee, and by Advisory Sub-committee; Porter Hart, Dow Chemical Company, Chairman of the Cooperating Societies Sub-committee; C. R. Miller, General Tire and Rubber Company, Chairman of the Instrument Maintenance Clinic Sub-committee; L. C. Books, Jr., Shell Oil Corporation, Chairman of the Allocations Sub-committee; E. E. Kleir, Foxboro Company, Chairman of the Entertainment Sub-committee; O. W. Muller, Power Specialty Company, Chairman of the Ladies' Welcoming Sub-committee; R. C. King, Dow Chemical Company, Chairman of the Reception Committee; Brant Rawson, Maintenance Engineering Corporation, Chairman of the Invitations Sub-committee; C. C. Cobb, Magnolia Petroleum Corporation, Chairman of the Meeting Properties Sub-committee; I. K. Farley, Brown Instrument Company, Secretary of the General Conference and Exhibit Committee; R. E. Hansen, Leeds & Northrup; Chester L. Garner, Garner Instrument Company, Liaison member for the South Texas Section; R. L. Nichols, Magnolia Petroleum Corporation, Liaison member from the Gulf Coast Section.

Shoe Polish Firm to Move Operations to Alabama

The nation's fifth largest manufacturer of shoe polish, The Whittemore Corporation of Cambridge, Mass., recently announced its plans to move its entire manufacturing operation to Fayette, Alabama.

The announcement was made by Dr. C. B. Young, president of the shoe polish firm, who said that the new plan, which will occupy a site and a group of buildings donated by the city and county, will employ 100 people when the new facilities are in full operation.

Gretna, La. Calls for Plans For Bridge Over River at N.O.

A bridge over the Mississippi at the heart of the New Orleans port area moved closer to becoming a reality, with a call for plans and ideas issued by the city and by officials of Gretna, La., small industrial community across the river from New Orleans.

Building of a bridge at the center of the port area will be important to harbor operations. At present, it is necessary to cross on slow, sometimes worn-out ferries to reach West Bank docks and plants which ship through the port, or else travel miles above the city to the existing bridge.



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- DRILL BAR
- ALUMINUM SHEETS
- BOILER TUBES

FINANCIAL NOTES

Shareholders of **Anderson, Clayton & Co.**, the world's largest cotton firm, have approved a charter amendment authorizing the issuance of up to 5 million shares of capital stock. Late in July the Board of Directors of the firm approved plans to declare a 100 per cent stock dividend if the charter amendment received the shareholders' approval.

The company now has 1,501,030 shares of stock outstanding, according to Norman T. Ness, Secretary.

Sales of **Chrysler Corporation** and its wholly-owned United States subsidiaries during the first six months of 1951 were \$1,390,261,460. Net earnings were \$35,764,210, or 2.57% of sales, and \$4.11 per share.

Earnings for this period contrast sharply with a return of 5.85% on sales earned during the first half of 1950, and also with previous periods of high volume production.

Sales of the **Armstrong Cork Company** in the first six months of 1951 reached a record six-month high of \$106,074,967, yielding net earnings after taxes of \$5,283,181. C. J. Backstrand, President, reported in the semi-annual statement mailed to stockholders. The net profits, which represent a return of 5.0 per cent on sales, compare with net profits of \$6,218,796, or 7.2 per cent, on sales volume of \$85,936,210 during the first six months of 1950.

Armstrong's net earnings amounted to \$3.40 per share of common stock in the first half of 1951 as compared with \$4.07 in the first six months of 1950.

The Board of Directors of **Philco Corporation** declared the regular quarterly dividend of 40 cents per share on the Company's common stock payable September 12 to holders of record August 27.

The Board also declared the regular quarterly dividend of 93% cents per share on the Corporation's Preferred Stock, 3 1/2% Series A, payable October 1 to stockholders of record September 15.

The first six months of 1951 were the highest in sales in the 49-year history of **American Brake Shoe Company**, William B. Given, Jr., chairman reported in the semi-annual report sent to stockholders. Net earnings were \$3,779,934 compared with \$2,529,800 in the same period of 1950. Earnings for the first half were equal to \$3.09 a share on the 1,095,002 common shares outstanding compared to \$2.15 for the same period of 1950. Earnings for the second quarter were \$2,084,337.

Mr. E. A. Yates, Chairman of the Board of **The Southern Company**, announced that the Board of Directors of that company, at a meeting held at Atlanta, Georgia, declared the regular quarterly dividend of 20c per share on common stock,

payable on September 6, 1951 to stockholders of record at the close of business on August 6, 1951.

American Car and Foundry Company's 52nd Annual Report covering the fiscal year ended April 30, 1951 shows a net profit after taxes of \$2,675,914. These earnings are equivalent to \$1.08 per share on the common stock after payment of the full dividend of \$7.00 per share upon the outstanding preferred stock. In the previous fiscal year net income after taxes was \$436,193.

Consolidated net sales for the latest fiscal year were \$119,657,304, and compare with sales of \$147,470,154 for the year ended April 30, 1950.

The board of directors of **Freeport Sulphur Company** increased the regular quarterly dividend rate to \$1.50 per share from the former rate of \$1.25 and recommended that the common stock be split 3-for-1. John Hay Whitney, chairman of the board, announced.

The \$1.50 dividend, which is the 99th consecutive quarterly payment on the common stock, is payable Sept. 1 to stockholders of record Aug. 15.

Net earnings of the quarter ended June

30 after all charges, including depreciation, depletion and Federal income taxes, amounted to \$1,713,137, or \$2.14 per share of common stock. In the second quarter of 1950 net earnings were \$1,659,334, or \$2.08 per share.

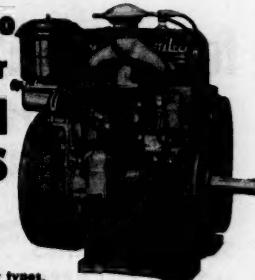
For the six months ended June 30, net earnings after all charges amounted to \$3,008,226, or \$3.76 per share. In the first half of 1950 net earnings were \$3,165,661, or \$3.96 per share.

United Gas Corporation, Shreveport, Louisiana, has announced that a rise of more than \$10 million in operating revenues in the first six months of this year has enabled the company to increase its net earnings slightly in spite of substantially higher expenses.

The company earned 95 cents a share in the first half, against 91 cents in the same period last year. Operating revenues totaled \$63,541,642 as opposed to \$53,413,352 for the same period of 1950.

Natural gas revenues accounted for 70% of this increase, owing to colder weather in the first quarter, as well as to increased industrial activity. Sales of natural gas rose to 40 billion cubic feet to reach a total of 336 billion cubic feet for the first six months.

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Stroke	- - - - -	inches	3 1/4
Piston Disp. cubic inches	- - - - -	-	45.9
Horsepower			53.9
1400 rpm	- - - - -	7.2	8.6
2000 rpm	- - - - -	10	12
2600 rpm	- - - - -	11.2	13.3
Net weight in lbs., Standard engine, side-mount tank	- - - - -	220	220

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WISCONSIN MOTOR CORPORATION
Heavy-Duty Air-Cooled Engines

Swift to Build Adhesives Plant in New Orleans Area

Swift & Company has announced plans to build a new adhesive manufacturing plant and laboratory in the New Orleans area at Harvey, La. Addition of the New Orleans operation will be in line with the company's policy of decentralizing and bringing the product closer to the consumer.

The new plant, which is to occupy a site adjacent to the Swift refinery at Harvey, will be constructed of transite and will be very modern in design. Formulating equipment will be precision built, having specially designed temperature and pressure controls.

Diversified types of adhesives will be produced, including dextrine, animal glues—both flexible and liquid animal glues—resins and rubber based products. The plant expects to produce several million pounds of industrial adhesives per year and will serve industries in Louisiana, Texas, Arkansas, Alabama, and Mississippi within a radius of 300 miles of New Orleans.

Typical New Orleans industries that require special adhesives are: Paper box manufacture, oil packaging, sugar packaging, bag manufacture, as well as many other paper products, the brewing industry—for labels, neckbands, crowns and

cases—the woodworking industries, and the canning trade, including fisheries.

This will be the fourteenth Swift adhesive plant in the United States. Four similar plants are located in Canada. Swift has increased the number of its plants from three to eighteen within the past ten years.

According to a company announcement, New Orleans was chosen as the site for the new plant because of climate, coordinated transportation and strategic location for serving the South and Southwest more quickly and economically.

The new plant is expected to be ready for occupancy by the late fall and W. E. Holladay, presently in charge of sales for the company in the New Orleans area, will be plant manager.

Conway, S. C., Acquires New Textile Plant

The City of Conway, working through its recently organized industrial development corporation, has secured a new industry for the community, according to a joint announcement made today by Marion E. Smith, secretary of the Conway Chamber of Commerce and Conway Industrial Developers, Inc., and Charles N. Plowden, director of the State Research, Planning and Development Board.

Construction will begin soon on a building which will be occupied by Conway Textiles, Inc., for the manufacture of finished textile products, the announcement said. About 250 persons will be employed by the company.

The building, which will be of the most modern industrial design, will be located on 16th Avenue in Conway. Initial investment in building and machinery will be approximately \$250,000. Quattlebaum Engineering Company of Johnston, S. C., is in charge of engineering on the new building, and Harlee-Quattlebaum Construction Company, Florence, S. C., has been awarded the contract for construction.

Members of the industrial corporation and officials of the Research, Planning and Development Board have been working on this project for several months.

Officers and directors of Conway Industrial Developers, Inc., in addition to Mr. Smith are: John Massey, president; Collins A. Spivey, treasurer; Mose Banner, E. E. Burroughs, Jack Burroughs, R. T. Lewis, Barry Jones, E. C. Wall, and L. D. Magrath.

"We are delighted that Conway has secured this fine new plant," Mr. Smith said. "Its operation will have a far-reaching beneficial effect on the economy of our community."

Kaiser Gets Government O.K. To Double New Plant Capacity

Kaiser Aluminum and Chemical Corporation has been granted a \$75,000,000 certificate of necessity by the defense production administration to speed tax amortization if the firm decided to double the output of the 100,000-ton annual capacity plant it is constructing in New Orleans, Louisiana.

The certificate issued Kaiser for the New Orleans plants authorizes the company to amortize 80 per cent of the cost of the new plant facilities up to the \$75,000,000 figure over a five-year period for income tax purposes. This is provided the company proceeds with contemplated plans to put in ample facilities to turn out a capacity of 200,000 tons instead of 100,000.

No announcement has been made as yet by the company that the additional facilities will be built.

The defense production administration also issued similar certificates to Kaiser totaling \$16,500,000 for added facilities at Baton Rouge, and \$2,000,000 for improvements at the Kaiser Bauxite Company, Jamaica.

Cocke Appointed To CCC Advisory Board

Erle Cocke, Sr., of Georgia was appointed June 19th by President Truman to be a member of the advisory board of the Commodity Credit Corporation, to succeed Eugene W. Stetson, resigned. Mr. Cocke is the father of the National Commander of the American Legion.

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BUSINESS NOTES

Thoro System Products are now being distributed by the **Birmingham Slag Company**. All calls relative to further information or estimates should be directed to the Birmingham Slag Company; phone 4-3361, or any of the following dealers:

The Big Four Co., Inc.; Blue Diamond Co., Inc.; DeMarco Building Supply Co.; Meer's Building Supply Co.; Northside Lumber Co.; Seale Lumber Co. In Tuscaloosa; Curtis Block and Supply Co.

* * *

The Belknap Hardware & Mfg. Co., of Louisville, Ky., have been named a distributor nationally for "Wilsolve," a recently-developed organic liquid solvent that eliminates the problem of sanding floors by quickly removing varnish, shellac, wax or plastic from floors, furniture or inlaid linoleum, it was announced by Edward M. Loeser, president of Lowebco, Inc., of Chicago, manufacturers of the product.

One of the largest hardware and paint distributors in the United States, the Belknap Co., will merchandise the new product through its national sales organization to retail hardware and paint dealers, department stores, building supply dealers, mill supply houses and other outlets throughout the country.

* * *

In a move to improve sales and distribution services to customers and at the same time to lower administrative costs, the **American Cyanamid Company** has consolidated its several office and warehouse locations in Chicago, Illinois and St. Louis, Missouri, into one newly constructed building in each city. Open house ceremonies marked the move in Chicago July 25th. Formal opening in St. Louis was held June 26th.

The two moves are part of an over-all company plan which calls for other consolidations in major cities of the United States and Canada. The open house ceremonies in St. Louis were attended by about 500 guests representing the company's major customers in the Midwest—manufacturers in the paint, leather, paper, plastics, and general chemical industries, and leaders in the agricultural, medical, veterinarian, mining and educational fields.

* * *

Lake Shore Engineering Company, Iron Mountain, Michigan, has issued a 12-page illustrated bulletin describing its complete line of flight and belt type portable conveyors and under car unloaders for handling coal, coke, sand, gravel and other bulk materials. Brief specification data is given on both electric and gasoline powered models and on hand-move and self-propelled conveyors. Copies are available upon request to the manufacturer.

* * *

The appointment of **Dorsey H. Rowe** as advertising manager of the Cleveland

Worm and Gear Company and its affiliate, **The Farval Corporation**, was announced by Howard Dingle, president of these two well-known Cleveland firms.

Mr. Rowe comes to Cleveland Worm and Gear from the Penton Publishing Company, where he served for several years as associate editor of the New Equipment Digest. Prior to his position at Penton, Mr. Rowe was employed as an industrial copywriter with the Meldrum & Fewsmith advertising agency.

* * *

The Structural Steel Division and the Steel Deck Division of **The R. C. Mahon Company**, which were the only divisions of the company remaining at the Mt. Elliott Avenue plant, have completed movement to the company's new, ultra-modern plant at 6365 East Eight Mile Road at Sherwood Avenue, Detroit, Mich.

This move brings the entire Mahon organization, including General Offices, into one location where the eight divisions of the company will occupy a plant covering some fifty-seven acres when construction is completed.

The Structural Division will occupy new facilities involving over 400,000 square feet of floor space which will per-

mit the Division to more than double its fabricating capacity.

Other Divisions of **The R. C. Mahon Company** include: Steel Warehouse Division; Steel-Weld Division; Industrial Equipment Division; Rolling Steel Door Division; Insulated Metal Wall Division; Steel Deck Division; and Roofing and Sheet Metal Division.

The company maintains sales-engineering offices and sales representatives throughout the country.

The Mt. Elliott Avenue plant of **The R. C. Mahon Company** was sold to the Packard Motor Car Company.

* * *

The John J. Harte Company, Atlanta, Ga., engineering and construction firm, has opened a new office in Houston, Texas, it was announced recently by John J. Harte, president of the firm. The opening of the Houston office has been made necessary by the expanding activity of industry to the south and southwest. The Harte Company also maintains offices in Atlanta, Georgia, and in New York City.

Mr. Arthur Allen, of Houston, will manage the new office, and will cover the Gulf Coast Area, the Southwest and Mexico, as contracting engineer for the Harte organization.

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JING HOTEL New Orleans	HOTEL COFFEE El Paso
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NEW MEXICO	
HOTEL CLOVIS Clovis	HOTEL MAFIA Galveston
OKLAHOMA	
HOTEL ALDRIDGE Tulsa	CORONADO COURTS Galveston
SOUTH CAROLINA	
HOTEL WADE HAMPTON Columbia	MIRAMAR COURT Galveston
WASHINGTON	
Washington, D. C.	
WAKER Dallas, Tex.	

HOTEL MOUNTAIN LAKE Mountain Lake

HOTEL MONTICELLO Norfolk

\$Million Cordage Plant Planned for New Orleans

The Edwin H. Fitler Company of Philadelphia, Pa., will construct a \$1,000,000 cordage plant in New Orleans when it can get permission to build from the U. S. Government, it was announced recently by H. A. Sawyer, president of the Port Commission, and E. R. Metcalf, President of the concern. The plant would be built on approximately 10 acres of land between Florida Avenue and France Street, leased from the Port Commission.

The Fitler Company was purchased by the Columbian Rope Co., of Auburn, N. Y., one of the world's largest cordage mills, in 1948.

Mr. Sawyer pointed out that this site was the last available tract on the west side of the Industrial Canal between the Mississippi River and Morrison Road. Metcalf added that the Fitler Company is losing its land and buildings to the U. S. Arsenal and wishes to take advantage of the attractive facilities offered by

the Port of New Orleans on freight rates of raw material and finished products.

The new plant will employ approximately 200 persons in making rope, twine, binder, and baler twine of manila and sisal fiber, other natural and synthetic fibers, and possibly other products.

New Longview Lime Plant Near Completion in Alabama

Longview Lime Corporation, Birmingham, Alabama, is about to complete construction of a new plant for the manufacture of masonry cement; better known as dry building mortar or mortar mix. Completion of the plant and full operation is expected sometime in September.

The formula for this mix was perfected by the Southern Research Institute in Birmingham. It is a composition of lime, portland cement, water cooled and granulated slag, plus other desirable additives which assure a light color, and the proper degree of plasticity.

Six standard coal barges nearing completion in the Barge Construction Building at Ambridge, Pennsylvania.

The modern
all-weather facilities
of American Bridge
Company include
complete indoor
construction for
barges and other
floating equipment.



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UNITED STATES STEEL

Ore Carrier Christened



New Republic Ore Carrier Built By Ingalls, Maryland Drydock

In brief informal ceremony in Baltimore, Maryland, on August 16th, the first of several C4 type ocean-going vessels being converted to Great Lakes freighters was christened.

Breaking the traditional bottle of champagne against the bow of the ship, Mrs. Tom M. Girdler, wife of the Chairman of the Board of Republic Steel Corporation, christened the ship the Tom M. Girdler. Mr. Girdler and a number of close personal friends were present for the christening.

Conversion of the ship, part of which will take place in Great Lakes yards, will be completed in time for the vessel to enter the lake ore-carrying service this season. She is the property of the Nicholson Universal Steamship Company of Detroit in which Republic is owner of a 70 per cent interest.

The ship is a former U. S. Maritime Commission cargo vessel of the C4-S-A4 type. She and two sister ships of identical design were purchased by Nicholson Universal earlier this year, principally

to provide transportation for the increased volume of ore shipping resulting from expansion of the midwestern steel industry.

Conversion contractor is the Maryland Drydock Company of Baltimore. Subcontractor is Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, which constructed an entirely new forward half of the ship. This section was floated to Baltimore where it was joined with the after half, the ship having been previously cut in two and the old bow section removed.

This extensive conversion, undertaken at a cost in excess of \$2,000,000, will provide a ship with an ore carrying capacity of approximately 14,500 tons. The Tom M. Girdler is expected to make the round trip between Cleveland and Duluth in about 4½ days.

Overall length of the ship was increased 80 feet by the conversion and is now 600 feet. The beam of the ship remains at 71 feet 6 inches.

Conversion of the other two C4 vessels is already under way and it is expected that all three may be in the Great Lakes before the close of navigation.



Bubbles to Guard America Being Built by Bendix

The balloon-like object on the left in the photograph above is a radome used for protecting valuable radar equipment from the elements. Inside the "Arctic Bubble," as the radome is called, is a rotating radar antenna similar to the one pictured at the right.

The bubble, which is supported by internal air pressure is transparent to the microwave radar signals transmitted and received by the radar antenna although it is opaque to light.

With radar man can scan the skies to detect aircraft many miles away. Radar permits man to see through fog, smoke and darkness. The photograph above was taken at the radar test site of Bendix Radio Division of Bendix Aircraft Corporation near Baltimore, Maryland. Bendix Radio is a leading builder of radar equipment for the U. S. Air Force and the U. S. Navy.



Chicago Bridge & Iron Co. Builds Tank for Winston-Salem

The photograph above is of a 725,000-gallon welded steel surge tank which the Chicago Bridge and Iron Company, Chicago 4, Illinois, fabricated for the city of Winston-Salem, North Carolina.

This installation rides on the new water supply line from the Yadkin River. The structure is 41 feet 6 inches in diameter, and rises 67 feet 6 inches in the air, topped with an ellipsoidal roof.

Columbia-Southern Chemical New Name of Southern Alkali

The corporate name of Southern Alkali Corporation will be changed to Columbia-Southern Chemical Corporation effective September 1. A wholly-owned subsidiary of Pittsburgh Plate Glass Company, the firm is a producer of soda ash, chlorine, caustic soda and related chemicals. Plants are located at Barberton, Ohio; Corpus Christi, Texas; Natrium, West Virginia; Lake Charles, Louisiana and Bartlett, California.

Clarence M. Brown, chairman of the board of directors for both Pittsburgh Plate Glass Company and Columbia-Southern Chemical Corporation, stated the action involves a change in name only. He said that personnel, policies and customer relations will not be affected.

National Container to Build Huge Plant at Valdosta, Ga.

A \$32,000,000 financing program for major expansion under a government Certificate of Necessity was announced Tuesday, August 28, by National Container Corporation, already one of the leading completely integrated enterprises in the paperboard and corrugated box industry.

A special meeting of stockholders has been called for September 18, 1951 to vote on a proposed increase in authorized capital stock from 4,000,000 shares of common stock, par value \$1, (of which 2,752,482 shares are outstanding) to 4,480,000 shares. The additional authorized 480,000 shares will be \$1.25 convertible preferred stock of \$25 par value.

The Corporation proposes to sell these preferred shares to a syndicate headed by Van Alstyne Noel Corporation.

Simultaneously, the Corporation will sell \$20,000,000, principal amount, of 15-year debentures to an underwriting syndicate headed by Halsey, Stuart & Co., Inc. and Van Alstyne Noel Corporation.

The Corporation will prepay, from the proceeds of the proposed new financing, an existing loan held by Metropolitan Life Insurance Company in the face amount of \$6,175,000, plus premiums.

Thus, the proposed financing program actually represents the raising of approximately \$25,000,000 net new funds by the Corporation.

The funds will be used for the construction of a 500-ton per day kraft pulp, board and paper mill to be located near Valdosta, Georgia. The Certificate of Necessity will permit the Corporation to amortize 60% of the cost of the new mill, not in excess of \$23,165,000, over a five-year period.

The new mill, which it is anticipated will be completed in one and one-half to two years, will increase National's annual kraft pulp, board and paper production capacity by more than 50%.

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Lumber

NEW PLANTS

(Continued from page 12)

FREERPORT—Dow Chemical Co., research laboratory.

GARLAND—Resistol Hates, Inc., manufacturing plant addition, \$88,000.

HOUSTON—The Allen Oil Co., 3201 McKinney, 2 service stations, Old Post Oak Rd. and San Felipe Rd., Memorial Drive.

HOUSTON—Childers Mfg. Co., 525 Yale St. factory.

HOUSTON—Continental Oil Co., Oil & Gas Bldg., service station, Westheimer Rd. and E. Grove Lane.

HOUSTON—General Geophysical Co., Gulf Bldg., one-story shop building, 2000 block Post Oak Rd., \$130,000.

HOUSTON—Gulfine Chemical Co., 1002 N. San Jacinto St., office and warehouse, Broadmoor & Gulf Freeway.

HOUSTON—Houston Oxygen Co. has placed order with Blaw-Knox Co., Pittsburgh, Pa., for furnishing an oxygen plant.

HOUSTON—National Industries Corp., First National Bank Bldg., plans two large plant buildings, Gulf Freeway & Deems St.

HOUSTON—Oil Well Supply Co., Melie Esquivel Bldg., two-story office and warehouse Clinton Drive.

HOUSTON—Phillips Chemical Co., subsidiary of Phillips Petroleum Co., plans new unit to Adams Terminal Facilities near Houston.

HOUSTON—Tenn-Tex Alloy & Chemical Corp., plant to make ferro-manganese and ferro-silicon.

HOUSTON—Wagers Packing Co., 713 N. San Jacinto St., laboratory packing plant, Gold & Ivy Sts., \$150,000.

IRVING—Lloyd A. Fry Roofing Co., \$2,000,000 plant, Olsen & Urbain, Archts.

KINGSVILLE—Jersey Products Co., creamyery plant.

LIVINGSTON—Sam Houston Electric Cooperative, Inc., headquarters building, \$105,595.

LONGVIEW—Whitney Chain Co., NPA approval for chain manufacturing plant, several million dollars.

MILAM COUNTY—Aluminum Co. of America, aluminum metal producing plant.

ODESSA—Sivalis Tank Co. Inc., plant office building, Highway 90, \$90,000.

ODESSA—Southwestern Bell Telephone Co., Akard & Jackson Sts., Dallas, repairs and additions to building, \$150,000.

PALM—Cabot Carbon Co., laboratory building, Canton, Ohio, Archts.

PORT LAVACA—Aluminum Company of America, let contract to A&H Electrical Co., Corpus Christi, for electrical installations in plant expansion.

RIO HONDO—Phillips Petroleum Co., dock and warehouse.

SAN ANTONIO—Continental Oil Co., Ponca City, Okla., service station, Blanco Rd. and Venice.

SAN ANTONIO—General Oldsmobile Co., 801 Broadway, building, Avenue B at 8th St.

SAN ANTONIO—Ewing Halsell, Gunter Bldg., NPA approval for manufacturing building, \$148,000.

SAN ANTONIO—Mars Plumbing Co., 516 Buena Vista St., warehouse, and store, 300

block S. Laredo St.

SAN ANTONIO—Sam Planto, 3109 Broadway, business building, J. M. Marriott and W. J. Wade Asso., Archts.

SHERMAN—Sherman Manufacturing Co., one story addition to present building; Jay Lowe Chapman and John Hall Brown, 501 McFarlin Building, Archts.

WACO—Humble Oil & Refining Co., Humble Bldg., Houston, NPA approval for service station, \$36,120.

WEATHERFORD—Clarence Hopkins, two-story business building, \$115,000.

VIRGINIA

CHARLOTTESVILLE—Specialties, Inc., Long Island, N. Y., plans aviation instrument manufacturing plant; also plan a commercial air terminal.

HOPKINSON—Hercules Powder Co., NPA approval for addition to plant, \$28,400.

RICHMOND—General Electric Supply Corp., constructing a \$400,000 warehouse; repair shop and office building.

WEST VIRGINIA

INSTITUTE—Union Carbide & Carbon Corp., new insecticide plant, between \$5 and \$6 million, built by owner.

Internat'l Minerals & Chemicals Advances Two in Sales Div.

S. T. Keel has been appointed domestic sales manager of the Phosphate Division of International Minerals & Chemical Corporation, according to Franklin Farley, vice president in charge of the division. Mr. Keel will also act as northern district sales manager of the division. His headquarters will be in Chicago offices of the corporation. He has been manager of the southern district for the past four years and has been with International over 10 years.

R. H. Linderman, who has been northern district sales manager, has been transferred to Atlanta, Ga., as sales manager of the southern district.

Mr. Keel began his career with International in the Phosphate Division mining department in Tennessee. He served in the army during the war, returning after the war to take a position in the division's sales department.

Mr. Linderman has been with International five years, progressing through the phosphate sales department to the management of the northern sales district.

Gain in Iron Output Is Aided by Better Coke

Improved raw materials, improved practices and new enlarged equipment led to a sharp rise in the average daily iron production from blast furnaces during 1950, reported American Iron and Steel Institute. The furnaces used a record high amount of sintered ore, which is higher in iron content than natural ore. They produced 21 per cent more pig iron with 26 pounds less coke per ton of iron than in the previous year.

For each blast furnace day, an average of 848 tons of pig iron was produced last year, by 229 furnaces which operated either all or part of the year. That was far above any previous annual average. In 1948 the same number of furnaces averaged 786 tons a day.

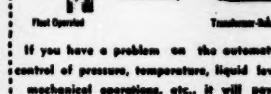
One of the principal reasons why less coke did more work last year was the costly and efficient mechanical coal cleaning equipment developed by steel and coal companies.

St. Louis Industry in Record Expansion

More than \$300,000,000, an all-time record will be spent in the St. Louis area this year for industrial expansion, according to a special report recently published by the St. Louis Chamber of Commerce Industrial Bureau. Projects for which the bureau was able to obtain employment figures will create almost 9,000 jobs. According to the report, \$205,500,000 has already been committed for construction and equipment of new plants and expansion of existing plants.

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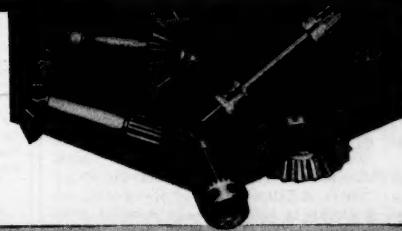
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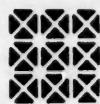
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TCI Moves General Offices To New Building Sept. 10

Beginning September 10, the general offices of the Tennessee Coal, Iron and Railroad Company will have a new address, P. O. Box 599, Fairfield, Alabama. After many months of work, the Flintridge Corporation is now completing and making ready for occupancy one of the finest, most modern office buildings in use anywhere in the country. As the final touches are being put on this building, TCI is busy preparing to vacate its present quarters.

In an announcement to the public, Mr. A. V. Wiebel, TCI president stated that all departments which have previously been located in downtown Birmingham and a number of others whose functions logically make them a part of the general office activity, but which, because of lack of space have been scattered in many other locations, will be brought together under one roof for the first time. This arrangement, plus the fact that the executive offices will be located in close proximity to the plants, will result in much greater efficiency. It is believed, also, that this consolidation will provide more convenient access to all of the administrative offices by those who have occasion to do business with the firm. The building is easily accessible by bus, taxi or private automobile.

As of September 10, also, there will be established a downtown office of TCI's Department of Public Relations. It will be located at 1429 Brown-Marx Building. This office will be informed at all times as to the location of each department, and can direct to the proper place anyone desiring to contact any TCI personnel.

The new office building is owned by

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the Flintridge Corporation and leased to TCI. It was built to meet TCI general office requirements.

Located on the crest of Flint Ridge, the building overlooks the city of Fairfield. It affords an excellent view of TCI's major steel plants to the west, while to the east may be seen the long lines of iron ore mines on Red Mountain, which feed the company's nine blast furnaces. Located in almost the exact center of TCI's industrial operations, the building is also centrally located with respect to the Jefferson County business area. It is eight miles from the heart of Birmingham and six miles from Bessemer.

Constructed of steel, brick and masonry, the building has an exterior finish of gray-face brick. It is approximately 580 feet long across the front and some 210 feet deep from front to back. It is four stories high, with a large penthouse atop the fourth floor to house the cafeteria. The entrance way is featured by a plate glass panel 60 feet wide and two stories high, subdivided into several sections, and ornamented by four fluted stainless steel columns.

Architects for the building were Holabird and Root and Burgee, of Chicago, with Jack Smith of Birmingham, serving as associate. Daniel Construction Company of Alabama was general contractor.

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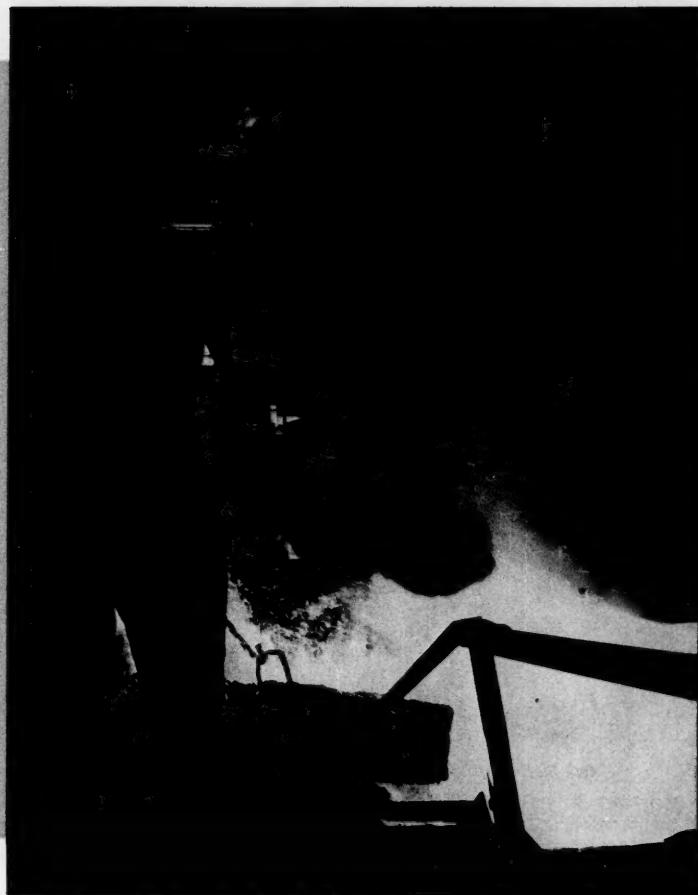
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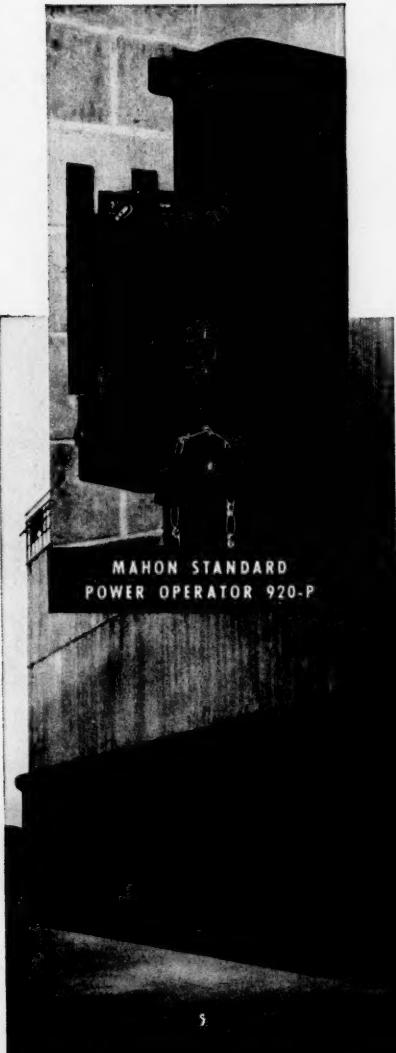
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